

Sailing Instructions

Organising Authority:

Midland Sailing Club

Rewritten from the original 1998 SIs.

This edition revised for Racing Rules of Sailing 2021-24. (SW NJ)

GENERAL INSTRUCTIONS FOR SAILING

The Midland Sailing Club (MSC) Sailing Instructions are intended to reflect the practical nature of club racing on Edgbaston Reservoir and designed to simplify the duties of the Race Officer on duty in charge of racing.

Open meetings shall operate in line with the standard Racing Rules of Sailing (RRS) as modified by separate MSC regatta instructions.

Races shall be held for monohull sailing dinghies with a maximum RYA handicap equal to that of the Laser 4.7 (1208) or a minimum RYA handicap equal to that of the RS300 (970). Other boats will be accommodated on a discretionary basis.

Sailboards are permitted to race with dinghies and their handicaps determined appropriate to the board.

There shall be no racing after sunset, except to complete races that have already started.

CLARIFICATION NOTES

For clarification, these instructions are written with additional information in italics. The italics do not form part of the formal sailing instructions. *(NB: The aim is to provide reminders and explain points that are not necessarily obvious.)*

DATE OF EFFECT

These instructions take effect from the 1st of January 2021 and replace all earlier versions.

TERMINOLOGY

The term “sailor” and “boat” used in the MSC instructions are deemed to apply equally to sailboards and windsurfers. The word “shall” and “must” indicates a compulsory action. The word “may” indicates a discretionary option.

1. CONDITIONS OF ENTRY

1.1. Authority

The Organising Authority is Midland Sailing Club.

1.2. General

MSC Club Rules state:

11.1 Any vessel brought to or operated at Midland Sailing Club shall be insured by the owner against third party risks with a reputable insurer for not less than £3,000,000. A written declaration that such insurance has been undertaken and remains in force shall be produced to a member of the Committee of Management on demand. Otherwise, MSC will assume that such insurance has been secured and that MSC will not accept any liability arising from lack of or insufficient insurance.

11.2 The Committee of Management may at their discretion bar a Member or visitor from the use of their vessel on Edgbaston Reservoir or withhold the allocation of points for participation in racing events if the Member concerned has not satisfied them that the insurance has been effected.

1.3. Measurement Certificates.

Competitors may be required to produce a valid certificate of measurement for the boat and sails, and have a valid buoyancy endorsement where applicable.

1.4. Personal Buoyancy

MSC Club Rule 20.1: “It is the responsibility of all persons to ensure that adequate buoyancy is worn while afloat at all times.”

Neither a wet-suit nor a dry-suit constitute adequate personal buoyancy. Flag Y will not be flown. This changes RRS 40.

1.5. Persons under 18

Parents are also advised to ensure that their children wear buoyancy aids or life jackets when on the beach or launching areas.

1.6. Advertising

Advertising is in accordance with World Sailing Regulation 20 as directed by the appropriate Class Association.

2. RULES

2.1. Racing will take place under the Racing Rules of Sailing 2021 - 2024 (RRS), the prescriptions of the RYA, the appropriate class rules, any Notice of Race (NoR) and these Sailing Instructions (SIs). *(These are the conditions of entry.)*

2.2. An individual Notice of Race will not be provided for Club racing. Members will be aware of race times according to MSC practice and any general notices issued written or by common electronic means.

3. RISK STATEMENT

3.1. SAFETY BOAT POLICY

The club shall endeavour to supply safety boat facilities for Saturday and Wednesday racing plus other organised events such as training. The policy of the Club is to recognise the guidelines laid down by the RYA. The current guide is the "Safety Boat Handbook." A copy may be located in the Clubhouse.

3.2. Rule 3 of the RRS states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

3.3. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.

3.4. By taking part in any MSC event, each competitor agrees and acknowledges that:

3.5. They agree to be bound by the Racing Rules of Sailing and all other rules that govern MSC events.

3.5(a). They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew, their boat to such inherent risk whilst taking part in the event.

3.5(b). They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.

3.5(c). They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

3.5(d). Their boat is in good order, equipped to sail in the event and they are fit to participate.

3.5(e). The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.

3.5(f). The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

3.5(g). It is their responsibility to familiarise themselves with any risks specific to this venue or any event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing for the event.

4. RACE MANAGEMENT

4.1. OFFICER in charge

4.1.1. 'Officer of the Day' is the same as 'Race Officer'.

4.1.2. The person in charge of safety boat management is the "Race Officer" (RO). The power boat operator will take directions from the RO.

4.1.3. The RO managing club events is entitled to assume that the competitors are competent to sail, are complying with Club rules about personal buoyancy, and are sailing boats which will remain buoyant.

4.1.4. When weather conditions are such that the available safety cover is considered inadequate for the reasonable capability of participants, the RO has a responsibility to announce the limitations of the safety boat resources. The decision to continue to race remains with the individual sailors.

4.1.5. The decision to run a race or not remains solely with the RO.

4.1.6. The use of the Club's VHF radios is recommended by the RO and power boat teams. *(They exist and in the event of a significant situation, an investigation may question their non-use. RO instructions are also easier to request.)*

4.2. SAFETY BOAT FACILITIES

4.2.1. Under some circumstances a safety boat may not be available and the scheduled event shall then take place at the discretion of the person in charge of the event *(e.g. RO on duty or a MSC Senior Instructor)*.

4.2.2. Race participants shall be informed on the signing on sheet if a safety boat is available at the start of a race. Otherwise, they should assume that safety boat cover is not in operation. The provision of a power boat does not necessarily imply that there is safety boat cover.

4.2.3. The priorities of the safety boat team are the:

4.2.3.1. safety of sailors being rescued;

4.2.3.2. safety of other crews;

4.2.3.3. prevention of further damage to disabled boats and boards;

4.2.3.4. recovery of disabled or capsized boats and boards.

4.2.4. The safety boat may provide assistance with boat recovery but this may be after a race is completed. There is no obligation on the Club to render salvage assistance.

4.3. POWER BOAT OPERATION

4.3.1. Members are recommended to insure their own lives whilst engaged in sailing activities as the Club is unable to cover these risks.

4.3.2. Only authorised operators may use the club power boats except in an emergency. Authorisation is gained through the completion of a recognised power boat course or through recognised experience. *(The club may organise RYA approved powerboat courses for members.)*

- 4.3.3. Buoyancy aids are compulsory when riding in a power boat.
- 4.3.4. Power boat drivers shall wear the kill cord at all times when the engine is running.
- 4.3.5. Club power boats must only be used for the proper purpose. Joy-rides in the power boats are not permitted.
- 4.3.6. Engine management and security procedures must be adhered to. These procedures will be provided and maintained by the Club Bosun.
- 4.3.7. Power boat drivers should ensure that a working VHF radio is on-board the power boat when radios are in use.

4.4. SAFETY BOAT MANNING

- 4.4.1. The Club power boats may be operated by a single person but will not be considered a “safety boat”.
- 4.4.2. MSC intends to maintain one safety boat facility for racing.
- 4.4.3. The safety boat should be manned by two persons.
- 4.4.4. The operator will be considered to be in charge.
- 4.4.5. A safety boat without a crew of two shall be deemed to be “not-in-service”.
- 4.4.6. The assistant crew of the safety boat must be over 14 years of age.
- 4.4.7. At least one crew member in the safety boat should be equipped and prepared to enter the water.
- 4.4.8. During racing, the safety boat should be either in operation or moored close to the race box and the safety boat crew readily available in the immediate vicinity to the race box.
- 4.4.9. The safety boat crew should continuously monitor the progress of racing and the activities of craft and respond appropriately to events.
- 4.4.10. The Assistant Safety Boat Officer will act as crew member for the safety boat.

4.5. RACE OFFICER DUTIES (RO)

- 4.5.1. Use of Dutyman software to know who has been assigned duties for the event.
- 4.5.2. Members’ obligations to provide race support duties are notified by email and managed using Dutyman software.
- 4.5.3. To avoid inconvenience to competitors, if RO’s and Safety Boat Operators cannot carry out their duties as shown in the Dutyman rota, they must:
 - 4.5.4. Find a qualified substitute and
 - 4.5.5. Inform the Sailing Manager or, if unavailable, a MSC Flag Officer.
- 4.5.6. The RO should check directly with race duty team members that they will be present for their duty. Dutyman records a confirmation of duty acceptance within the software and database.
- 4.5.7. Duty team members are responsible to the Sailing Management for ensuring that any arrangements they have made are satisfactorily

carried out on their duty day. *(It is not acceptable to ignore duties or make no effort to provide a substitute.)*

4.6. THE RACE COMMITTEE

4.6.1. The Race Committee for Club racing events consists of the RO, Assistant RO and Safety Boat Operator and crew.

4.6.2. Additional assigned Members to duties will be considered members of the Race Committee.

4.7. ENTRIES

4.7.1. A form of entry (*'signing on sheet'*) shall be prepared and presented by the RO and must be completed by a representative of each boat who is responsible for their names, boat class and sail numbers being legibly written or printed on it. *(This is an insurance declaration as well.)*

4.7.2. The RO may disqualify illegible entries, with the agreement of a member of the Management Committee, without protest. This changes Rule 63.1 .

4.7.3. All boats must sail with correct sail numbers in accordance with class rules. Failure to do so may result in disqualification without protest. This changes Rule 63.1 .

4.7.4. The RO must be informed if alternative numbers or markings are being used. *(Note: duplicate sail numbers or boats without numbers are confusing and lead to errors.)*

4.7.5. The RO may require clearer markings to be made to a boat to aid race management.

5. NOTICES TO COMPETITORS

5.1. Notices to competitors will be posted on the Official Notice Board (ONB)below the clubhouse balcony and may also be posted in the clubhouse.

5.2. Starting times for races may be posted on the ONB and elsewhere in the Club.

6. CHANGES TO SAILING INSTRUCTIONS

6.1. Alterations to these sailing instructions shall be displayed on the ONB at least 30 minutes before the first warning signal.

6.2. The RO may make changes to the Rules in accordance with Rule 86.1, however, the RO may only make changes to SIs in sections 5, 7 and 8. This changes Rule 86.

7. SIGNALS

7.1. RRS 26 (*starting races*) shall be modified as MSC local procedures as detailed later in these instructions.

7.2. Visual signals (lights and/or flags) take precedence over any

sound signals made which are made to call attention to the visual signal.

8. SIGNALS MADE ASHORE

8.1. Signals made ashore will be displayed on the Official Notice Board beneath the Club Balcony.

8.2. When flag AP is displayed ashore, '1 minute' is replaced by 'not less than 10 minutes' in the race signal AP. *(to give time to launch.)*

9. SCHEDULE OF RACES

9.1. The scheduled time of the warning signal for the first race of Saturday is 13.00 for December and January and 13.30 for other months.

9.2. The scheduled time of the warning signal second race of Saturday will not be before 14.45.

9.3. The scheduled time of the warning signal first race of Wednesday is 18.30 for April and September and 19.00 for May, June, July, August.

10. THE COURSES

10.1. The course will be displayed on the race box or a designated Committee boat, using the club marks numbered 0, 1, 2, 3, 4, 5, 6, 7.

10.2. In the case of a discrepancy between the course shown on the front of the race box or designated Committee Boat (CB) and the signing on sheet, the race box or designated CB course shall prevail.

10.3. The first mark will be identified as the first mark number in the sequence shown on the race box or CB.

10.4. All marks are rounding marks when identified in a course. *(An imaginary string laid round the course will be bent around and touch each mark on its path to the next.)*

10.5. The direction of rounding will be indicated by the colour of the course board. A red background indicates a port rounding (anticlockwise); a green background indicates a starboard rounding (clockwise).

10.6. The sequence of the legs of the course will not be changed after the preparatory signal. This changes Rule 33.

10.7. The position of a mark will not be changed to adjust the leg of the course after the preparatory signal. Flag M will not be used. This changes Rule 34.

10.8. To change a course already set and that might be declared on the signing on sheet, the RO shall sound two signals to draw attention to competitors of the new mark sequence displayed at the

race box or on the CB. *(This is effectively a postponement.)*

10.9. Courses can only be changed without signal prior to the Warning signal.

10.10. Should the course be required to change after the warning signal, the RO will postpone the race.

11. THE MARKS

11.1. The marks are laid clockwise around the reservoir, the one in front of the clubhouse being No. 1.

11.2. Mark 0 is a mobile mark.

11.3. Marks are blue numbered barrels. Mark 5 may be an unnumbered red/orange buoy.

11.4. Mark A and B are yellow, red and labelled.

11.5. Temporary marks may be used at the discretion of the RO.

11.6. The racing marks, taken in a clockwise direction starting in front of the Club House, are named as follows: –

1. Home
2. Cadet
3. “No 3”
4. Butlin
5. Creek
6. Castrol
7. “No 7”

0. Marco

12. OBSTRUCTIONS

12.1. The on-water jetty(s) ranks as an obstruction.

12.2. All power boats engaged in safety duties in the sailing area shall rank as an obstruction as defined in RRS Definitions. In addition, the water between a power boat and the dinghy(ies) to which she is standing by shall also rank as an obstruction.

RACE MANAGEMENT PROCEDURES

Refer to Appendix B for SI 13,14,15,16

13. FLEET RACING

14. HANDICAP RACING

15. PURSUIT RACING: AUTOMATIC WITH LIGHTS

16. PURSUIT RACING: MANUAL WITH FLAGS

17. AVERAGE LAP TIME RACING

17.1. Changes to scheduled race types shall be notified on the signing on sheet.

17.2. All boats will start in a single start in accordance with RRS 26.

17.3. The Start and Finish line will be marked as between two orange or yellow flags.

17.3.1. There will be a single start/finish line for the race. It will not be moved during the race.

17.3.2. The first mark will be set to windward of the start line and its' direction should be greater than 60 degrees towards the wind direction from the bearing of the start line.

17.3.3. The last mark will be set to leeward of the start/finish line and in a direction more than 120 degrees away from the wind direction from the bearing of the start line at the Warning signal of the race.

17.3.4. The RO must establish a position that enables the RO to sight co-linearly along the start/finish line throughout the race. This position should be sufficiently close to ensure the accurate recording of competitors' sail numbers, laps completed and relative race positions.

17.4. The Start

17.4.1. The starting procedure for Average Lap Time races will be in accordance with RRS Rule 26. *(5, 4, 1 start)*

17.4.2. Races will be conducted using Rules 27, 29 and 30.

17.4.3. Rule 45 is deleted *(boats to be afloat at the Preparatory signal.)*

17.4.4. Warning signal

17.4.4.1. Red or the Club Burgee

17.4.5. Preparatory signal

17.4.5.1. Blue Peter *(code flag P)*

17.4.6. The *(Black Flag Rule)* Rule 30.4 may apply. *(Boats which sail*

within the triangle formed between the start line and the first mark in the minute before their start signal shall immediately retire from that race and all subsequent re-starts or re-sails of that race.)

17.4.7. All boats will start on a single start time measured from the Warning signal.

17.4.8. Boats must pass through the start/finish line on each lap from the direction of the previous mark.

17.4.9 The start/finish line has passing marks defined by the ends of the line.

17.4.10 Boats not passing through the line will not be credited with that lap. *The boat has failed to pass the two marks on the correct side. (Rule 28.2 is still complied with on the subsequent lap.)*

17.5. The Finish

17.5.1. Boats will continue racing until finished by the RO using Rule 32.1 (*Shorten Course: display flag S with two sounds*). The signal will be made before the first boat intended to finish by the RO crosses the finish line. RRS 32.2. (*This may be after the boat has passed the last mark of the course before the finish.*)

17.5.2. The RO must not sound the signal whilst boats ahead of the first boat intended to finish have not crossed the start /finish line to commence their next lap.

17.5.3. The next time a boat crosses the start/finish line after the Shorten Course signal will be deemed their finish in accordance with the Definition of “finish”. Paragraph (c) of the definition is not expected to apply for a further lap.

17.5.4. Boats that have finished must not re-cross the finish line. Boats so doing may be subject to disqualification without protest by the RO. This changes Rule 63.1. (*This is for race management and safety reasons. It is a local Rule.*)

17.5.5. Individual race times will be adjusted in accordance with the Class handicaps noted in Appendix A of these SIs, or some other system declared by the Sailing Committee, (such as the RYA PY) and the number of laps completed.

17.5.6. The (Black Flag Rule) Rule 30.4 may apply. (*Boats which sail within the triangle formed between the start line and the first mark in the minute before their start signal shall immediately retire from that race and all subsequent re-starts or re-sails of that race.*)

18. PENALTIES

18.1. Scoring penalties (Rule 44.3) will not apply. This changes Rule 44.

18.2. The penalties described in Rule 31 & Rule 44.1 will apply. Failure to take a penalty when breaking a rule is considered a serious breach of the basic principle of sportsmanship.

18.3. Rule 28 ‘Sailing the Course’ The Race Officer (RO) will monitor

the course followed by boats as part of race control.

18.4. Boats observed by the Race Committee not to have sailed the correct course may be scored NSC (did not sail the course) without the need to protest. RRS A5.1

18.5. Boats may seek redress from this decision from the Race Committee in the event of evidenced error. A request for redress may be made to the Protest Committee if the matter is not resolved by the Race Committee as a scoring query. This changes Rule 63.1

18.6. Rule 42 'Propulsion'

18.7. *(The Club wishes to simplify the monitoring and control of improper propulsion.)* World Sailing: Interpretations of Rule 42 Propulsion will apply.

18.8. In order to support the control of infringements, the alleged offending boat may be warned in line with RYA guidance using the "yellow light area" terminology.

18.9. This may be an on-the-water verbal notification by a member of the Race Committee. *(It is suggested that the use of the Club's VHF radios will facilitate this provision.)*

18.10. Subsequent infringement may result in disqualification after a Protest Hearing.

19. TIME LIMIT

19.1. Boats not finishing within 30 minutes of the first boat to finish will be awarded RET (retirement) points. This is extended to 37.5 minutes for single start handicap races.

19.2. The Race Committee may, in its absolute discretion, allocate a finishing position:

19.2.1. to any boat that appears to be unlikely to finish in the time limit, or to facilitate the management of the racing without prejudice to other competitors.

19.2.2. A request for redress in respect of any decision by the Race Committee under this section of the Sailing Instructions will not be considered by the Protest Committee. This changes Rules 60 and 62.

20. RETIREMENTS

20.1. Any boat retiring from a race must keep clear of other racing boats and notify the RO.

20.2. Competitors failing to do so may be disqualified without protest. *(RO's will need to account for boats suffering gear failure and inexperienced sailors.)*

21. VOID RACE

21.1. If, for any reason, the results of a race are not recorded correctly, the Sailing Management may declare that particular race void and it shall not be re-sailed. (Rule 32.1(d)). No signals will be made but competitors will be informed through available written or electronic media. This changes RRS 32.1

22. HANDICAPS

22.1. Boat handicaps for pursuit, class handicap and personal handicap races shall be decided by the MSC Sailing Committee prior to the commencement of each series.

22.2. The current MSC handicap times are those published by the RYA for the Portsmouth Yardstick.

For pursuit racing the handicaps are those provided in Appendix A to these SIs and may be amended from time to time.

22.3. Personal handicaps for class races are at the discretion of the MSC Sailing Management.

22.4. Anyone may sail a two person boat without a crew provided the permission of the RO is first obtained, but shall be penalised by the addition of 3 minutes to their finishing time for both scratch & personal handicap results. *(3 minutes is approximately 5% of the race time)*

22.5. Failure to seek the permission of the RO that a two person boat is being sailed single-handed may result in disqualification without protest. This changes Rule 63.1 . *(This is for safety considerations.)*

22.6 Two person boats maybe sailed with more than two persons at the discretion of the RO.

23. PROTESTS AND REQUESTS FOR REDRESS

23.1. Protests will be run in line with the Racing Rules of Sailing.

23.2. Protest forms are available in the Club House. In the situation that RYA protest forms are not readily available, compliance within Rule 61.2 is required. *(A protest shall be in writing and identify (a) the protestor and protestee;(b) the incident;(c) where and when the incident occurred; (d) any rule that was broken and (e) the name of the protestor's representative.)*

23.3. Protest Time Limit:

23.3.1. Intention to lodge a protest must be notified to the RO within 15 minutes of finishing or retiring from the race.

23.3.2. Written Protest document must be completed and handed to the Race Office (RO) within 45 minutes of the last boat finishing.

23.3.3. The responsibility for acknowledging the protest lies with the RO on duty when the incident occurs. Time of receipt should be noted on the Protest document.

23.4. A Protest Committee is appointed by the Organising Authority.

23.5. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties. The Notice may be substituted by a verbal notice if Parties agree. It is the responsibility of the Protestor and Protestee to ensure their witnesses are available for the protest.

23.6. Hearings will be held in the Club House.

23.7. Notices of protests by the Race Committee will be posted to inform boats under Rule 61.1(b). Notices may be substituted by verbal notification and must be acknowledged by the Party.

23.8. Parties to the protest and witnesses must hold themselves ready for the hearing which shall be held on the same day, if possible, without prejudice to the racing. If it is not possible to hold the protest on the same day the Protest Committee must arrange for the protest to be held within 28 days of the date of the incident.

23.9. The Protest Committee chairman must ensure that the result of the protest is recorded in the Race Results book.

23.10. The Sailing Manager or available Flag Officer must be informed that a protest has been lodged at the earliest opportunity.

23.11. Documentation about the protest must be given to the Sailing Manager for the record by the Protest Committee chairperson.

23.12. Hearings and Appeals

23.13. Rule 66 (*Concerning the re-opening of protest hearings*) shall apply to deal with significant errors or when new evidence becomes available.

23.14. Provision to deal with appeals by a MSC Protest Committee without immediate referral to the Member National Authority under Rule 70 shall be permitted, provided protestor and protestee agree. Rights to further appeal under Rule 70 are not withdrawn.

23.15. MSC implements the RYA guidance on the resolution of racing disputes.

23.15.1. Advisory Hearing

23.15.2. Arbitration Hearing

23.15.3. Protest Hearing

23.16. The procedures for the conduct of these Hearings are described in the RYA guidance notes.

24. SCORING

24.1. Seasonal race series (*e.g. Winter, Spring etc.*) shall be scored according to the performance of individual helms not the combination of different helms in a specific boat. (*i.e. Helms can change boats as they like within the series. Boats score independently with each helm. A person may therefore have multiple entries in a series with different boats.*)

24.2. Individual helm handicaps may be modified for helms changing

boats within a series at the discretion of the sailing management, upon the advice of the class captain, and different individual handicaps may apply for different boat classes.

24.3. Helms will be eligible for each Class series and the combination of Classes for mixed boats results.

24.4. Points shall be awarded as follows – 1 point for the 1st; 2 for 2nd, 3 for 3rd and so on. RRS A4.

24.5. Retirements shall be awarded points equal to the number of boats that clearly intended to start, plus 1. RRS A5.3 will apply.

24.6. Disqualification shall be awarded points equal to number of starters plus 10. This changes Rule A5.2. (*Starters plus 1.*)

24.7. Class Racing: A single boat in a race class will qualify for a race series but will be awarded a race points score of 5. This changes Rule A5.2. (*Starters plus 1.*) (*This will permit a boat in a specific class being recognised for their efforts to compete. However, it will encourage additional participation to enable the discard of the result under the race series scoring rules.*)

24.8. SI 24.7 does not apply to Average Lap Time Racing.

24.9. The number of races to count for individual series will be 1/3rd of the available scheduled races rounded down (e.g. 26 races available = 8 races to count).

24.10. Sailing Management have the discretion to alter the number of qualifying races in a series under SI 24.9 as a result of unplanned abandonment of several races under Rule 32.1.

24.11. In the event of a tie Rule appendix A8.1 shall apply

25. REPLACEMENT OF CREW OR EQUIPMENT

25.1.1 Substitution of crews shall be allowed for each race in a series.

25.1.2 A change of helm for a boat will be scored as a new entry.

25.1.3 A change of crew is not permitted in a race.

26. RADIO COMMUNICATIONS

26.1. Competitors shall not make or receive radio communications, including mobile phones. RYA policies regarding the use of electronic devices will apply.

27. TRASH DISPOSAL

27.1. Edgbaston Reservoir is a designated Local Nature Reserve. Attention is drawn to Rule 47.

27.2. The principles of Rule 47 are extended to the management of trash whilst anywhere on the premises of the club, waterfront and car parks. (*Trash is considered to be any form of rubbish including bio*

waste.)

27.3. Penalties for a breach of Rule 47 will be in line with the Prevailing RYA guidance. (DP)

Appendix A

Preparatory	3:00	180	Mirror, Feva (2 sail), Feva SH, Feva (3 sail), Cadet, Topper	2
Start 1	6:00	360	Miracle, Solo (old), Byte, Laser 4.7, Firefly	1
Start 2	6:30	390	Streaker	2
Start 3	7:00	420	Europe, Solo, Laser Radial, GP14 (old)	3
Start 4	7:30	450	Enterprise (old), N12 (very old)	4
Start 5	8:00	480	GP14, Enterprise, Laser2k (2s)	5
Start 6	8:30	510	Laser Radial	6
Start 7	9:00	540	420 (old), Laser (old), N12 (old)	1
Start 8	9:30	570	420, Laser2k (3 sail), Bahia (3 sail)	2
Start 9	10:00	600	Laser	3
Start 10	10:30	630	N12	4
Start 11	11:00	660	SuperNova	5
Start 12	11:30	690	Phantom (alloy)	6
Start 13	12:00	720		1
Start 14	12:30	750		2
Start 15	13:00	780	Merlin Rocket (alloy)	3
Start 16	13:30	810	Fireball (old), Phantom (carbon)	4
Start 17	14:00	840		5
Start 18	14:30	870	Merlin Rocket (carbon), RS 300	6

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Appendix B

Legacy Racing formats

13. FLEET RACING

13.1. Changes to scheduled race types shall be notified on the signing on sheet.

13.2. The Start

13.2.1. The starting procedure for fleet racing will be in accordance with Rule 26. (5,4,1,0).

13.2.2. Warning signal Red/Club Burgee

13.2.3. Preparatory signal Blue Peter (code flag P)

13.2.4. Races will be conducted using Rules 27, 29 and 30. (Starting procedures.)

13.2.5. Rule 45 is deleted (boats to be afloat at the Preparatory signal.)

13.2.6. The starting line will be either: –

13.2.6.1. A line defined by a portable mark on shore to an outer distance mark displaying a yellow or orange flag.

13.2.6.2. A line defined by two buoys or vessels each displaying a yellow or orange flag.

13.2.7. An inner distance mark will not be used.

13.2.8. Start lines with adequate, navigable water either side of the starting marks are preferred but are not compulsory. (Practical experience shows that it is not possible to insist on this option.)

13.2.9. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP]

13.2.10. A boat that does not start within two minutes after her start signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

13.3. Changing the Course

13.3.1. The sequence of the legs of the course will not be changed after the preparatory signal. This changes Rule 33.

13.3.2. The position of the marks will not be changed during the race. This changes Rule 33.

13.4. The Finish

13.4.1. The finishing line will be between a staff displayed on CB displaying an orange or yellow flag and a buoy which may be a mark of the course.

13.4.2. The CB should be positioned to the starboard end of the finish line.

13.4.3. A course mark, if used, will be passed as required by the course.

14. HANDICAP RACING

14.1. Changes to scheduled race types shall be notified on the signing on sheet.

14.2. The Start

14.2.1. All boats will start on a single start and individual race times adjusted in accordance with the class handicaps noted in Appendix A of these SIs or some other system declared by the Sailing Committee, (such as the RYA PY).

14.2.2. Signals (horns and flags) will be made in accordance with Rule 26. (5, 4, 1 start)

14.2.3. Races will be conducted using Rules 27, 29 and 30. (Starting procedures.)

14.2.4. Warning signal Red/Club Burgee

14.2.5. Preparatory signal Blue Peter (code flag P)

14.2.6. Rule 45 is deleted (boats to be afloat at the Preparatory signal.)

14.2.7. The starting line will be either: –

14.2.7.1. A line defined by a portable mark on shore to an outer distance mark displaying a yellow or orange flag.

14.2.7.2. A line defined by two buoys or vessels each displaying a yellow or orange flag.

14.2.8. An inner distance mark will not be used.

14.2.9. Start lines with adequate, navigable water either side of the starting marks are preferred but are not compulsory. (Practical experience shows that it is not possible to insist on this option.)

14.2.10. A boat that does not start within two minutes after her start signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

14.3. Changing the Course

14.3.1. The sequence of the legs of the course will not be changed after the preparatory signal. This changes Rule 33.

14.3.2. The position of the marks will not be changed during the race. This changes Rule 33.

14.4. The Finish

14.4.1. The target time for a handicap race, based on MSC Class handicaps, is 52.5 minutes (3150 seconds) after the start. (3450 seconds from the warning signal.) (Based on the fastest current boat.) (NB: The actual race time will be lesser or greater than this time depending upon the speed of the boats and the estimation skills of the RO.)

14.4.2. The finish of a handicap race will be signified by the sounding of four guns. The “S” flag will not be raised. This changes Rule 32.

14.4.3. The RO will identify the penultimate mark by displaying the appropriate course board on front of the race box. (NB: This is the

last mark prior to the finish line). This board will represent the visual signal and will be displayed prior to the sound signal.

14.4.4. All other number boards must be removed.

14.4.5. The signal shall be made as the leading boat approaches the penultimate mark. This changes Rule 32.2 .

14.4.6. No.7 mark may be used as a penultimate mark.

14.4.7. The finish buoy will define the outer limit of the finishing line.

14.4.8. There will be two finish lines identified as line 'A' or 'B' and indicated by separate buoys. Buoy A shall be laid to the east of buoy B.

14.4.9. The RO shall define which finish line to use by displaying the appropriate line letter on the front of the race box.

14.4.10. The finish line shall be between the centre of the race box and the designated finish mark.

14.4.11. The direction of the finish line is defined as the straight line between the penultimate mark and the finish line passing directly between race box and the finish mark.

14.4.12. The designated finish buoy, A or B, will be chosen by the RO to give the most perpendicular line to the direct line from the penultimate mark.

(Typically: use A for marks, 4,5,6; use B for 1,2; either for 3,7. Mark 7 should use the mark, A or B, that makes the necessary rounding of the mark obvious to competitors.)

14.4.13. The A and B buoys are not used as marks of the course but are finish marks. (NB: they effectively become part of the course for finishing only, there is no requirement to acknowledge these buoys prior to the finish.)

14.4.14. Boats shall round the penultimate mark as required by the course (ie in the normal way as during the race) and sail directly to the finish line.

14.4.15. Rule 28 shall apply. (Reminder: sailing a course by passing marks on the required side).

15. PURSUIT RACING: AUTOMATIC WITH LIGHTS

15.1. Changes to scheduled race types shall be notified on the signing on sheet.

15.2. All boats will start with multiple starts according to their designated Class in Appendix A of these SIs.

15.3. The Start

15.3.1. The starting procedure for pursuit races will be in accordance with these Sailing Instructions. This changes Rule 26.

15.3.2. Rule 45 is deleted (boats to be afloat at the Preparatory signal.)

15.3.3. Rule 29.2 will not apply.

- 15.3.4. The pursuit flag (black with white 'P') may be hoisted throughout the race.
- 15.3.5. A single light shall be illuminated at the Warning signal. (Time zero, first gun)
- 15.3.6. A second light shall be illuminated at the Preparatory signal for the first start. (3 minutes, second gun)
- 15.3.7. The first start shall be a single flashing light with subsequent starts indicated by both lights flashing in a series according to the start number. (i.e. 1 flash, 2 flashes, 3 flashes etc).
- 15.3.8. The first start represents the base timing signal for the pursuit race starts. (i.e. you know when your start is due by the number of flashes of the current light.)
- 15.3.9. A Class starts when its' flashing light sequence illuminates. A Class may assume to start on hearing the correct sound signal. This shall occur at approximately the same time as the lights for that start. (There is a minor electronic delay.)
- 15.3.10. An individual recall may be signified by an additional sound signal. Flag X will not be raised. This changes Rule 29.1. (It is likely that the RO will not be aligned with the start line and an over the start line situation may not be obvious. Competitors are expected to acknowledge an apparent over-the-line status for their boat, correct the error and are subject to Rule 2. Competitors may be protested by other boats for starting errors especially for breach of the Definition of Start.)
- 15.3.11. The Race Committee is not obliged to inform premature starters of their status.
- 15.3.12. The length of the starting line will be limited by marks at both ends.
- 15.3.13. The position of the start line marks may be indicated on the signing on sheet.
- 15.3.14. The starting line will be either: –
- 15.3.14.1. A line defined by a portable mark on shore to an outer distance mark displaying a yellow or orange flag.
- 15.3.14.2. A line defined by two buoys or vessels each displaying yellow or orange flag.
- 15.3.15. An inner distance mark will not be used.
- 15.3.16. Start lines with adequate, navigable water either side of the starting marks are preferred but are not compulsory. (Practical experience shows that it is not possible to insist on this option.)
- 15.3.17. Rules 30 will not apply.
- 15.4. Changing the Course**
- 15.4.1. The sequence of the legs of the course will not be changed after the preparatory signal. This changes Rule 33.
- 15.4.2. The position of the marks will not be changed during the race. This changes Rule 33.

15.5. The Finish

15.5.1. The target time for a pursuit race, based on MSC Class handicaps, is approximately 1 hour after the start. (4000 seconds from the warning signal.) (Based on the fastest current boat.) (NB: The actual race time will be lesser or greater than this time depending upon the speed of the boats and the estimation skills of the RO.)

15.5.2. The finish of a pursuit race will be signified by the sounding of four guns and the alternate flashing of lights at the race box. The “S” flag will not be raised. This changes Rule 32.

15.5.3. The RO will identify the penultimate mark by displaying the appropriate course board on front of the race box. (NB: This is the last mark prior to the finish line). This board will represent the visual signal and will be displayed prior to the sound signal.

15.5.4. All other number boards must be removed.

15.5.5. The signal shall be made as the leading boat approaches the penultimate mark. This changes Rule 32.2 .

15.5.6. No.7 mark may be used as a penultimate mark.

15.5.7. The finish buoy will define the outer limit of the finishing line.

15.5.8. There will be two finish lines identified as line ‘A’ or ‘B’ and indicated by separate buoys. Buoy A shall be laid to the east of buoy B.

15.5.9. The RO shall define which finish line to use by displaying the appropriate line letter on the front of the race box.

15.5.10. The finish line shall be between the centre of the race box and the designated finish mark.

15.5.11. The direction of the finish line is defined as the straight line between the penultimate mark and the finish line passing directly between race box and the finish mark.

15.5.12. The designated finish buoy, A or B, will be chosen by the RO to give the most perpendicular line to the direct line from the penultimate mark.

(Typically: use A for marks, 4,5,6; use B for 1,2; either for 3,7. Mark 7 should use the mark, A or B, that makes the necessary rounding of the mark obvious to competitors.)

15.5.13. The A and B buoys are not used as marks of the course but are finish marks. (NB: they effectively become part of the course for finishing only, there is no requirement to acknowledge these buoys prior to the finish.)

15.5.14. Boats shall round the penultimate mark as required by the course (ie in the normal way as during the race) and sail directly to the finish line.

15.5.15. Rule 28 shall apply. (Reminder: sailing a course by passing marks on the required side).

15.6. There is no provision for automatic starting for other types of races.

16. PURSUIT RACING: MANUAL WITH FLAGS

16.1. Changes to scheduled race types shall be notified on the signing on sheet.

16.2. All boats will start with multiple starts according to their designated Class times in Appendix A of these SIs.

16.3. The Start

16.3.1. The starting procedure for pursuit races will be in accordance with these Sailing Instructions. This changes Rule 26.

16.3.2. Rule 45 is deleted (boats to be afloat at the Preparatory signal.)

16.3.3. Rule 29.2 will not apply.

16.3.4. The pursuit flag (black with white 'P') may be hoisted throughout the race.

16.3.5. Warning signal

16.3.5.1. A single sound signal

16.3.5.2. Red/Club Burgee

16.3.6. Preparatory signal

16.3.6.1. Three minutes after the Warning signal

16.3.6.2. A single sound signal

16.3.6.3. Blue Peter (code flag P)

16.3.7. The first start

16.3.7.1. Three minutes after the Preparatory signal

16.3.7.2. A single sound signal

16.3.8. Subsequent starts

16.3.8.1. indicated by a single sound signal

16.3.8.2. at 30 second intervals

16.3.9. A Class starts at its designated time listed in Appendix A of these SIs.

16.3.10. A Class may assume to start on hearing a sound signal at the required time.

16.3.11. An individual recall may be signified by an additional sound signal. Flag X will not be raised. This changes Rule 29.1. (It is likely that

the RO will not be aligned with the start line and an over the start line situation may not be obvious. Competitors are expected to acknowledge an apparent over-the-line status for their boat, correct the error and are subject to Rule 2. Competitors may be protested by other boats for starting errors especially for breach of the Definition of Start.)

16.3.12. The Race Committee is not obliged to inform premature starters of their status.

16.3.13. The length of the starting line will be limited by marks at both ends.

16.3.14. The position of the start line marks may be indicated on the signing on sheet.

16.3.15. The starting line will be either: –

16.3.15.1. A line defined by a portable mark on shore to an outer distance mark displaying a yellow or orange flag.

16.3.15.2. A line defined by two buoys or vessels each displaying a yellow or orange flag.

16.3.16. An inner distance mark will not be used.

16.3.17. Start lines with adequate, navigable water either side of the starting marks are preferred but are not compulsory. (Practical experience shows that it is not possible to insist on this option.)

16.4. Changing the Course

16.4.1. The sequence of the legs of the course will not be changed after the preparatory signal. This changes Rule 33.

16.4.2. The position of the marks will not be changed during the race. This changes Rule 33.

16.5. The Finish

16.5.1. The target time for a pursuit race, based on MSC Class handicaps, is approximately 1 hour after the start. (4000 seconds from the warning signal.) (Based on the fastest current boat.) (NB: The actual race time will be lesser or greater than this time depending upon the speed of the boats and the estimation skills of the RO.)

16.5.2. The finish of a pursuit race will be signified by the sounding of four guns . The “S” flag may be raised. This changes Rule 32.

16.5.3. The RO will identify the penultimate mark by displaying the appropriate course board on front of the race box. (NB: This is the last mark prior to the finish line). This board will represent the visual signal and will be displayed prior to the sound signal.

16.5.4. All other number boards must be removed.

16.5.5. The signal shall be made as the leading boat approaches the penultimate mark. This changes Rule 32.2 .

16.5.6. No.7 mark may be used as a penultimate mark.

16.5.7. The finish buoy will define the outer limit of the finishing line.

16.5.8. There will be two finish lines identified as line ‘A’ or ‘B’ and indicated by separate buoys. Buoy A shall be laid to the east of buoy B.

16.5.9. The RO shall define which finish line to use by displaying the appropriate line letter on the front of the race box.

16.5.10. The finish line shall be between the centre of the race box and the designated finish mark.

16.5.11. The direction of the finish line is defined as the straight line between the penultimate mark and the finish line passing directly

between race box and the finish mark.

16.5.12. The designated finish buoy, A or B, will be chosen by the RO to give the most perpendicular line to the direct line from the penultimate mark.

(Typically: use A for marks, 4,5,6; use B for 1,2; either for 3,7. Mark 7 should use the mark, A or B, that makes the necessary rounding of the mark obvious to competitors.)

16.5.13. The A and B buoys are not used as marks of the course but are finish marks. (NB: they effectively become part of the course for finishing only, there is no requirement to acknowledge these buoys prior to the finish.)

16.5.14. Boats shall round the penultimate mark as required by the course (ie in the normal way as during the race) and sail directly to the finish line.

16.5.15. Rule 28 shall apply. (Reminder: sailing a course by passing marks on the required side).