

# SAILING INSTRUCTIONS

## INTERNATIONAL 14 FORTITUDE TROPHY 16<sup>TH</sup> - 17<sup>TH</sup> JULY 2011

### WHEN MEETING BOATS NOT RACING

The International Regulations for Preventing Collisions at Sea (IRPCAS) apply between a boat sailing under the racing rules and a vessel that is not.

A boat racing or intending to race is required not to obstruct other vessels whether they are under sail or under power. If she fails to comply with this obligation she may be protested and penalised.

High speed sailing dinghies should have due regard for slow moving vessels which may be unable to respond in sufficient time to keep clear.

A boat racing must resist the temptation to take any action which is contrary to the IRPCAS in order to gain tactical advantage; for example passing too close to a non-racing vessel, not making its intention clear and leaving avoiding action too late.

Keelboats are requested to wear an ensign before racing, after racing and immediately on retirement.

### CHICHESTER HARBOUR HAZARDS

West Pole Sands (south-west of the harbour entrance) and the Winner Bank are very dangerous in rough weather.

The highest part of the Winner Bank just south of Mid-Winner buoy is hazardous, even at high water, and especially when there is a fast flowing ebb tide and light winds.

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## SAILING INSTRUCTIONS

### 1. RULES

1.1 Racing will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules. Unless published separately for an event, the notice of race is the Itchenor Sailing Club (ISC) Handbook.

1.2 A boat breaking RRS 31 need not take a penalty if the only contact is between the mark and her tiller extension (s). This changes RRS 44.1.

### 2. SAFETY

#### 2.1 Personal Flotation

An adequate personal flotation device shall be worn at all times when afloat by all competitors

#### 2.2 Boats and Competitors in Difficulty

When the race committee considers that a boat or competitor is in difficulty, it may instruct the boat or competitor to accept outside help, retire or sail ashore.

### 3. COMMUNICATIONS WITH COMPETITORS

#### 3.1 Signals made Ashore

Signals made ashore will be displayed on the ISC flagstaff.

#### 3.2 Notices to Competitors

Notices to competitors will be posted on the official notice board by the ISC platform.

#### 3.3 Postponement Ashore

When displayed ashore flag AP (with two sound signals) means races are postponed. When flag AP is removed (with one sound signal) the warning signal will be made not earlier than 40 minutes later.

#### 3.4 Changes in Sailing Instructions

Changes in the sailing instructions made prior to 10.00 on 16<sup>th</sup> July 2011 will be posted on the official notice board and will be indicated by displaying flag L. Subsequent changes to sailing instructions will be communicated directly to the competitors from the committee boat and indicated by the committee boat displaying flag L. If flag L is displayed on the committee boat it is the sole responsibility of competitors to make themselves aware of the changes.

### 4. SCHEDULE OF RACES

4.1 The scheduled time for the warning signal for the first race on Saturday 16<sup>th</sup> July is 1155. The scheduled time for the warning signal for the first race on Sunday 17<sup>th</sup> July is 1057.

4.2 On Saturday 16<sup>th</sup> July, a series of up to 5 races is scheduled ("Fleet Racing")

4.3 On Sunday 17<sup>th</sup> July, team races are scheduled ("Team Racing").

4.4 Teams and Leagues for Team Racing will be determined based on the results of the Fleet Racing. Pairings, Leagues and the format and the schedule for Team Racing will be posted on the Itchenor Sailing Club noticeboard by 0930 on Sunday 17<sup>th</sup> July.

4.5 The schedule may be modified during the event as solely determined by the race committee, taking into account entries, weather conditions, time constraints and any other relevant factors.

4.6 For the Team Racing, the race number will be displayed on the committee boat between the preparatory signal and start signal for that race. When the race number is displayed in this way, it overrides all prior communications, schedules or instructions. The race committee may at any time advance a particular race, or remove a particular race from the published sequence of races and not run it or run it at a later time.

## 5. CLASS FLAGS

The class flag will be M

## 6. COURSE

### 6.1 Special Course

The course to be sailed (A, B or Special Course, Z) will be indicated by the committee boat. Courses "A" and "B" are shown in Appendix 2 and will be indicated by letters displayed on the committee boat. If Course B is used, the number of laps will also be displayed on the committee boat. Special Course, Z, if used, will be displayed on a blackboard on the committee boat.

6.2 A boat which has started shall not pass through the starting or finishing lines except to complete a lap or to finish.

## 7. MARKS OF THE COURSE

7.1 **ISC Committee Boat** will display an Itchenor Sailing Club burgee.

### 7.2 Inflatable Marks

ISC inflatable marks are orange or yellow pillars or occasionally black pillars when the course is changed

### 7.3 Marks for All Courses: Thorney Channel Beacons

Boats on whatever course they are sailing, so as not to sail over the sunken piles, shall

- (a) only pass on the channel side of the red Pilsey Island beacon marking the end of the piles at the south-east corner of Pilsey Island, and
- (b) only pass on the channel side of the Thorney port and starboard "goal post" beacons marking the ends of the piles at the entrance to the Thorney Channel.

Each beacon and the piles extending inshore from it rank as an obstruction.

## 8. THE START

8.1 The starting line is between a staff displaying an orange flag on the committee boat and an outer starting line mark with an orange flag

8.2 Fleet Racing races will be started in accordance with RRS 26

8.3 Team Racing races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends rule 26.

Signal	Minutes before starting signal	Sound	Visual signal
Warning	3	One	Class flag up for first start sequence. Flag P down if a rolling start sequence.
Preparatory	2	One	Flag P up
Start	0	One	Flag P down. Class flag down if the next race is not to follow as a rolling start.

When a boat is subject to rule 29.1 flag X need not be displayed for more than 1 minute after the starting signal; this amends rule 29.1.

A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with rule D3.1. This amends rules A4 and A5.

Attention may be drawn to an imminent warning signal by a series of short sound signals.

## 9. THE FINISH

9.1 The finish line is between a staff displaying an orange flag on the committee boat and a mark with an orange flag

## 10. BOATS NOT RACING

10.1 A boat whose warning signal has not been made shall keep clear of the starting area and shall not obstruct a boat whose warning signal has been made.

10.2 When sailing in or near a starting area inside the harbour a boat intending to race shall not obstruct vessels under sail or under power which are neither racing nor intending to race.

## 11. TIME LIMITS

11.1 The time limit for the first boat in each race is 20 minutes.

11.2 A boat that fails to finish within 10 minutes after the first boat that sails the course and finishes will be scored Did Not Finish. This amends RRS 35, A4 and A5.

## 12. SCORING

12.1 The scoring system for Fleet Racing will be the Low Point System of Appendix A of the RRS. There will be 1 discard if 4 or more races are sailed.

12.2 The scoring system for each race of the Team Racing will be as specified in RRS D.3

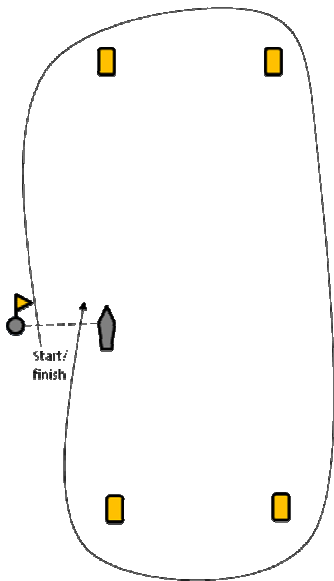
12.3 Each League of the Team Racing shall be deemed a series and scored as specified in RRS D.4. If time and conditions permit, and at the discretion of the race committee, the rankings from the series will be used to determine pairings for a semi-final and/or final

### 13. ACKNOWLEDGEMENT OF RISK

- 13.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the notice of race or the sailing instructions or anywhere else, reduces this responsibility.
- 13.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for these conditions and her crew is competent to sail and compete in them.
- 13.3 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat having taken part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, support boats and beachmasters.
- 13.4 The provision of support boats does not relieve the boat of her responsibilities.
- 13.5 The fact that a race committee may conduct inspections of a boat does not reduce the responsibilities set out in this paragraph.
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## APPENDIX 1

**Course A:** starboard hand square, 1 lap



**Course B:** port hand sausage. The number of laps will be signalled on the committee boat

