

SAILING INSTRUCTIONS

Seldén SailJuice Spring Series 2021

Organising Authority: RestartSailing

Thursday 1st April 2021 – Monday 31st May 2021

PREAMBLE: The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. Constituent races within the series may also form part of a separate event (e.g. club racing). The NoR and SIs for that event also apply. This document governs the overall series only.

1. Rules

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The Remote Racing Safety Procedures (published in a separate document) also apply.
- 1.3. Competitors are reminded of their responsibilities to follow all applicable COVID-19 related rules or guidance. Full details are included in the Remote Racing Safety Procedures.
- 1.4. All competitors must follow any applicable local rules or regulations.
- 1.5. In the event of a conflict between documents, the Sailing Instructions will prevail.

2. Changes to Sailing Instructions

- 2.1. Changes to the Sailing Instructions may be posted at any time.

3. Communications with Competitors

- 3.1. Communications with competitors will be via the official notice board located selden.sailracer.org.

4. Code of Conduct

- 4.1. [NP] Competitors and support persons shall comply with reasonable requests from Race Officials.

5. Signals Made Ashore

- 5.1. There shall be no signals made ashore.

6. Schedule Of Races

- 6.1. Sailors may compete at any venue as long as applicable Government and local rules and guidelines allow. This may be either at a 'club' or any other piece of public water. The location sailors choose to sail at will hereon in be referred to as their 'venue'.
- 6.2. Sailors will compete in one or more races to be sailed at their venue at any time during April or May 2021. Using the SailRacer software, and additional information provided by the club, results will be collated to create a national leaderboard.
- 6.3. The races shall be run using an 'average speed' format. A representative from each club will pre-determine a course configuration which meets the requirements of SI 9. Sailors will start, sail a number of laps around this course, and then cross a remote finish line. The trackers will calculate the sailors average speed between starting and finishing.
- 6.4. A representative from each venue may be asked to submit additional supporting information to the Race Committee.

7. Not Used

8. Not Used



9. [NP] Courses

- 9.1. The course at each venue shall be determined by a representative from each venue and communicated to all competitors sailing at that venue.
- 9.2. The course must have an approximately equal distance of legs beating, reaching, and running. Where this is not possible, best endeavours must be employed to achieve as close to this as possible.
- 9.3. Where a venue has a strong tidal flow (>5% of the wind speed), the course must have an approximately equal distance sailing with, and against, the tidal flow.
- 9.4. The finish line must be 'remote' (i.e. sailors must not cross it until they intend to finish). Venues should inform the Race Committee if this is not possible.
- 9.5. Sailors at the same venue need not sail the same number of laps as each other.
- 9.6. Each race at each venue must last at least 30 minutes, and no more than 90 minutes.
- 9.7. An example course is shown in Attachment A.
- 9.8. Differences in course configuration between venues, and anything else arising from SI 9, are not grounds for redress or protest by a boat. This changes RRS 60.1(a) and 62.1(a).

10. Not Used

11. Not Used

12. The Start

- 12.1. Boats may start at any time within the start window.
- 12.2. The start window will be pre-determined by the venue representative and communicated to all competitors.

13. Not Used

14. The Finish

- 14.1. [NP] Sailors must not cross the finish line until they intend to finish the race. This must be after no less than 30 minutes and no more than 90 minutes.

15. Not Used

16. Time Limits And Target Times

- 16.1. Boats racing for less than 30 minutes shall be scored DNF without a hearing. This changes RRS A5.
- 16.2. Boats racing for more than 90 minutes shall be scored DNF without a hearing. This changes RRS A5

17. Hearing Requests

- 17.1. Where a boat is protesting another boat, this should be done at a local level where possible.
- 17.2. Hearing request forms are available from the RYA website.
- 17.3. Completed forms shall be emailed to james.ripley@sailracer.co.uk.
- 17.4. Hearings shall be heard online using the 'Zoom' video conferencing app.
- 17.5. Notices of protests by the Race Committee, Technical Committee, or Protest Committee will be posted to inform boats under RRS 61.1(b).

17.6. Post-Race Penalty

- 17.6.1. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- 17.6.2. When a Post-Race Penalty is accepted:
 - 17.6.2.1. Neither the boat nor a Protest Committee may then revoke or remove the penalty.
 - 17.6.2.2. The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

17.7. Advisory Hearing

- 17.7.1. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether



any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

17.8. RYA Arbitration

17.8.1. When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

17.8.2. If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.

17.8.3. When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race Penalty is not applicable to the facts, there will be a normal protest hearing at which the arbitrator may be a member of the protest committee. RRS 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.

18. Scoring

18.1. A boat's score shall be equal to her best race score.

19. Safety Regulations

19.1. [NP] Rule 40.1 will apply at all times while afloat.

19.2. [NP] Competitors must follow the rules defined within the Remote Racing Safety Procedures document.

20. Not Used

21. Not Used

22. Not Used

23. Official Vessels

23.1. The Organising Authority will provide no Official Vessels.

24. Support Teams

24.1. Individual venues may provide support vessels for safety purposes however they, and competitors, are reminded of their responsibilities under RRS 41.

25. Not Used

26. Not Used

27. Not Used

28. Not Used

29. Prizes

29.1. Prizes shall be awarded at the discretion of the Organising Authority.



30. Risk Statement

30.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 30.1.1. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- 30.1.2. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 30.1.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 30.1.4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
- 30.1.5. 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;
- 30.1.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 30.1.7. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

31. Insurance

31.1. [NP] Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.

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Attachment A:

Example course layout for reference only – clubs may deviate from this as they wish (see SI 9).

Notes:

- The 'reaching legs' from 1 to 2 and from 3 to 4 should each be approximately half the beat length.
- All marks should be left to port.
- The start and finish lines should be set an appropriate distance away from the main course such that competitors do not cross the finish line until they intend to finish.
- One end of the start line may be substituted with a committee boat, a point ashore, or any other fixed point.

