

**Leader Class National Championships**  
**Saturday 4 & Sunday 5 June 2016**  
**Reading Sailing Club**  
**Sonning Eye**  
**RG4 6TT**

## **SAILING INSTRUCTIONS**

### **1 RULES**

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*

### **2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located within the clubhouse

### **3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted no later than 20 minutes before the warning signal of the next race.

### **4 SIGNALS MADE ASHORE**

4.1 Signals made ashore will be displayed on the southernmost shore mast

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 10 minutes' in the race signal AP.

### **5 SCHEDULE OF RACES**

#### **5.1 Leader Class**

Saturday 4 June

1315 - Race 1

1515 - Race 2

Sunday 5 June

1020 - Race 3, followed by Race 4

1400 - Race 5

### **6 CLASS FLAGS**

Class flags will be:

Leader Class: Code Flag numeral 1

### **7 RACING AREAS**

Attachment A shows the location of racing areas and approximate fixed mark positions.

### **8 THE COURSES**

8.1 No later than the warning signal, the race committee will display the course to be sailed.

This will be a series of numbers and letters representing the order of marks to be sailed. A red background indicates rounding to port, a green background indicates rounding to starboard.

The letter S on a white background indicates an upwind gate made between the committee boat and the starting/finishing mark.

**8.2** All courses will be for 99 laps.

## **9 MARKS**

**9.1** Marks 2 through 9 will be large yellow cans, mark 1 will be a large blue can, mark X will be a small yellow can, mark 0 will be an orange buoy.

**9.4** The starting and finishing mark will be a buoy with a red and white striped pole.

## **10 AREAS THAT ARE OBSTRUCTIONS**

### **11 THE START**

**11.1** Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.

**11.2** The starting line will be between a mast on the committee boat at the starboard end of the line and the starting mark at the port end of the line.

**11.3** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

**11.4** A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

### **13 FINISH**

**13.1** The finishing line will be between the committee boat and finishing mark.

### **15 TIME LIMITS AND TARGET TIMES**

**15.1** Time limits and target times are as follows:

Class	Time Limit	Mark 1 time limit	Target Time
Leader	-	-	45 minutes

Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

**15.2** Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored as their position on the race course as observed by the race committee. This changes rule 35, A4 and A5.

### **16 PROTESTS AND REQUESTS FOR REDRESS**

**16.1** Protest forms are available at the race office. Protests and requests for redress shall be delivered there within the appropriate time limit.

**16.2** For each class, the protest time is 30 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

**16.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or names as witnesses.

**16.4** Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b)

**16.6** Breaches of instructions 11.3, 18, 21, 23, 24, 26 and 27 will not be grounds for protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

**16.7** The request for reopening a hearing shall be delivered no later than 15 minutes after the requesting party was informed of the decision. This changes rule 66.

**16.8** On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes rule 62.2

## **17 SCORING**

**17.2** 1 race is required to be completed to constitute a series

**17.3 (a)** When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.

**(c)** When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## **19 REPLACEMENT OF CREW OR EQUIPMENT**

**19.1** Substitution of competitors will not be allowed without prior written approval of the race committee.

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

## **23 SUPPORT BOATS**

**23.1** Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or returned or the race committee signals a postponement, general recall or abandonment.

## **29 RISK STATEMENT**

Rule 4 of the Racing Rules of Sailing 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:

(a) 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;

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

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

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

(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;

(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;

### **30 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2 million per incident or the equivalent.

### **X Exoneration Penalty**

**X.1** A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

**X.2** When an Exoneration Penalty is accepted,

(a) Neither the boat nor a protest committee may then revoke or remove the penalty.

(b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

### **Y Advisory Hearing**

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and 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 an Exoneration Penalty when it applies to the incident, or choose to retire.

## **Z RYA Arbitration**

**Z.1** When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

**Z.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 a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

**Z.3** When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration 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. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

**Z.4** When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

ATTACHMENT A - Racing Area and Location of Fixed Marks

