



Felixstowe Ferry

SAILING CLUB

Sailing Instructions for Club Racing 2024

These SIs apply from 06 May 2024 and supersede all previous versions.
Administrative NOR information is also provided to be read in conjunction with event NORs.

1 Rules

Racing is governed by a hierarchy of rules and directions, in order of precedence:

- 1.1 Reasonable requests and instructions from Race officials or from a Safety Boat (SB),
- 1.2 Race schedule, Event NOR and SIs,
- 1.3 These Sailing Instructions,
- 1.4 COLREGS for the prevention of collision at sea. These must be followed with boats that are not racing, especially vessels limited in ability to manoeuvre. If in any doubt, keep well clear of cruisers and larger vessels.
- 1.5 The **Racing Rules of Sailing (RRS)**. In particular, Part 2, **When Boats Meet**, always applies to boats racing. *Specific instances when RRS are overridden and so do not apply are not listed.*

2 Insurance

Every boat shall have third-party liability insurance with a minimum cover of £2m, or the equivalent, per incident.

3 Sail Numbers

Every boat shall display a sail number or other clearly visible marking on its main sail, distinct from that of any other boat of the same class entered in the event, and different from any number officially allocated to another boat of the same class. The race committee must be informed of the sail number or marking when signing on for racing each day.

4 Changes to Sailing Instructions and Notices to Competitors

- 4.1 Any change to the Sailing Instructions will be posted on the Official Notice Board at least half an hour before the start of the first race of the day.
- 4.2 Notices to competitors will be posted on the notice board inside the Club and/or outside on the notice board and/or at the signing-on desk (table inside near Crow's Nest ladder).

5 Signing on and Personal Buoyancy

- 5.1 On each day of racing, competitors intending to race shall complete the sign-on form on a table inside near the Crow's Nest ladder before racing.
- 5.2 Personal Flotation Devices must be used by all competitors at all times while afloat, as RRS40.1.

6 Signals Made Ashore and Afloat

- 6.1 Signals made ashore will be displayed on a FFSC white flag pole by the clubhouse.
- 6.2 Signals made afloat will be displayed on the Committee Boat (CB) or a Safety Boat (SB).

7 Racing Area and Course

- 7.1 Racing will take place in the River Deben and approaches.
- 7.2 **Crow's Nest racing** - the course can be displayed on the front of the clubhouse underneath the Crow's Nest. Letters denote marks of the course as shown on the Mark Map. A white letter on a red background indicates: *leave mark to port*, green: *leave mark to starboard*.

- 7.3 A black number after a group of marks shows the number of laps round those marks. If the finish line is not crossed on each lap, boats must return to the Crow's Nest finish line after the final lap.
- 7.4 Alongside this new system, the course may be posted on the whiteboard outside Riverside. Marks will be listed by name or initial in order of rounding. Side to be left will be indicated by **P** or red for port and **S** or green for starboard. In this case course boards may be not displayed.
- 7.5 **Committee Boat (CB) racing** - Courses and marks will be described in the Event Special Sailing Instructions (SSIs) and displayed on the committee boat. White numbers on red or green backgrounds may also be used to indicate marks laid for the event.
- 7.6 For courses passing through the River entrance, except if specified as mark(s) of the course, nav marks red PHB and green SHB must be passed on the correct navigation side:
outbound – red PHB to starboard and green SHB to port,
inbound – red PHB to port and green SHB to starboard.

8 Marks

- 8.1 **Permanent** - Club Racing marks and Navigation buoys.
- 8.2 **Temporary** - Dan buoys and inflatables.
- 8.3 Mark position and description will be shown on the published *FFSCmarksMap*, also displayed in the Riverside window. Special marks may be on the map or will be described on the whiteboard.

9 Obstructions

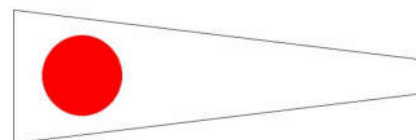
- 9.1 Boats shall pass on the channel side of the beacons or posts at the ends of **Groynes** and **Jetties**.
- 9.2 A boat, hull or equipment, even when capsized, making any contact with a **Moored Boat** (excluding mooring buoy) shall immediately retire, unless she protests that she was wrongfully forced into the moored boat. Sailors may fend off to avoid contact.

10 Class Flags

10.1 Multihull Dart Class flag



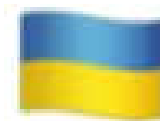
10.2 Monohull Numeral Pennant 1



10.3 For a single handicap start both class flags will be displayed.

11 Start and Finish Lines

11.1 An "on station" flag will be displayed at the Crow's nest or committee boat to define that end of the line(s). This may be orange for the start and may be changed to blue for finish, or a blue a yellow flag may be used throughout where the station does not change.



11.2 **Crow's Nest Lines.** The River shores are the line limit "distance marks".

East Line, denoted by white **E** on a black background, lies between the Crow's Nest flagpole and a white marker on the shore protection shuttering on the Bawdsey side. Note the pink transit marker below and in front of the white line marker.



North Line, N, lies between the Crow’s Nest flagpole and the yellow cable marker in front of the furthest right house at Bawdsey Quay. Note the approximate transits, chimney and porch edge behind and groyne beacon in front of the yellow beacon.



Any transits are for guidance only and do **not** define the line. Sailors should check any transit by sighting the line from the Crow’s Nest flagpole. The Race Officer’s decision is final in any matter relating to start or finish lines.

- 11.3 If no line is indicated for start or finish, the **East E** line will be used. The North line will generally only be used for starting against a strong ebb tide.
- 11.4 **Committee Boat** line lies between a mast or pole on the Committee Boat displaying the station flag and a spherical “pin” mark with an orange marker. The CB and pin are the line distance marks.

12 The Starts

- 12.1 If possible, the line station flag will be displayed with five sound signals 5 minutes before the first warning signal, to indicate racing is about to get under way.
- 12.2 The **5 – 4 – 1 – GO** system will be used, as RRS Rule 26, with the warning signal 5 minutes before the start time:

	Flags	Sound	Countdown
Warning	Class flag displayed	1 Klaxon (or horn)	- 5 minutes
Preparatory	Blue Peter P displayed	1 Klaxon (or horn)	- 4 minutes
One minute	Blue Peter P removed	1 Klaxon (or horn)	- 1 minute
GO	Class flag removed	1 Klaxon (or horn)	Zero

- 12.3 General recalled starts will be restarted after the last scheduled start, in order of the starts. The recalled warning signal will coincide with the previous start signal.
- 12.4 **Pursuit Races** will be started from the beach in front of the clubhouse. Class start times will be published and each start will be counted down by the RO.

13 Penalties - Exoneration penalty is one turn for cats and dinghies.

14 The Finish line will generally be as the start lines described in para 11.

- 14.1 However, the race may be finished at a line between a mark of the course and a SB displaying **Flag S** (Shorten Course) on the rounding side of the mark. Two sound signals may be made on the approach of the leading boat.
- 14.2 Unusually, if necessary, the race may be finished on a leg of the course from a SB using an imaginary line at right angles to the course leg with no distance mark. The SB shall make best efforts to maintain constant station, but any small movement shall not be cause for protest.

15 Time Limits - 120 minutes unless the event Notice of Race says otherwise. A time limit around 15 minutes before sunset may be applied at the first, or a distant, mark to ensure the timely return of all boats. If possible, such a time limit will be implemented by shortening course from a safety boat as 14.1. If this is not possible for all boats, they will be informed of the expiry of the time limit and requested to return to shore, which they should do without delay.

- 15.1 Boats completing the course more than 45 minutes after the first boat will also be scored DNF.

- 16 Retiring boats** shall inform the race committee or a safety boat at the first reasonable opportunity.
- 17 Protests** - Protest forms are available from the Race Office. Protests shall be delivered there in writing within 30 minutes of the last boat finishing the last race of the day or the race committee signalling 'no more racing today', whichever is the later.
- 17.1 Boats intending to protest should inform the race committee either while afloat or at the first reasonable opportunity upon returning to shore.
- 17.2 The Post-Race Penalty, Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures are available.
- 18 A Low Points Scoring System** will be used in conjunction with Sailwave© sailing scoring software.
- 18.1 Portsmouth Yardstick, PY, NHC or SCHR's handicap rating systems will be used as appropriate.
- 18.2 In series races of four or five races, three races will count, with 6 races to count from 19.
- 18.3 Tie break will be A8.1 (best discard), followed by highest finish and latest race result.
- 18.4 Scoring codes and values will be used:
DNS (did not start) - came to start but did not start = boats at starting area + 1
DNF (did not finish), RET (retired) = boats at starting area
OCS (on course side), DSQ (disqualified) = boats at starting area
DNC (did not compete) = series entrants
RO (race officer), ARO (assistant RO), SB (safety boat), TD (tractor driver) = average of non-discarded series results, maximum one code per series. Sailors must sign on stating duty.
- 19 Support boats** that have been registered with the race officer as support boats may enter the course area. If authorised, crews may provide coaching to competitors.
- 19.1 All other support personnel should stay outside the racing area from the time of the preparatory signal until all boats have finished or retired, or the race committee signals a postponement or abandonment.
- 20 Risk Statement**
- RRS Rule 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 any event governed by these sailing instructions, 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 this risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other 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, support boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of support boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event whether or not drawn to their attention in any rules and information produced for the venue or event, and to attend any competitor briefing held for this event;
- h) The fact that race officials may conduct inspections of boats does not in any way reduce the responsibilities of each competitor under the rules;
- i) Failure to comply with these Sailing Instructions or to comply with reasonable requests (para 1.2) may increase exposure to risk.