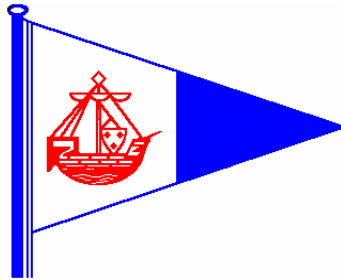


LYMINGTON TOWN SAILING CLUB



Laser Stratos National Championship 2010 3rd 4th July 2010

Sailing Instructions

Briefing; Saturday 3rd July 1030hrs Solent Room

Predicted Tides	High Water Lymington (BST)	Low Water Lymington (BST)
3 rd July	0329 (2.81)	0900 (1.13)
	1621 (2.89)	2142 (1.36)
4 th July	0419 (2.69)	0946 (1.25)
	1714 (2.80)	2235 (1.41)

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1. RULES

- 1.1. The events will be governed by the 'rules' as defined in the current ISAF Racing Rules of Sailing (RR) and RYA Prescriptions.
- 1.2. Competitors shall comply with the RYA Racing Charter. A copy can be found on the Club notice board or at www.rya.org.uk/racing/charter
- 1.3. Competitors who sail under the RYA charter are expected to:
 - 1.3.1. show courtesy and respect to other competitors, officials, and other users of the water
 - 1.3.2. comply with the rules, and take a penalty when required by the rules,
 - 1.3.3. use the provided services to resolve any disputes. (See SI 16.3)
- 1.4. The International Regulations for the Prevention of Collision at Sea apply when meeting a vessel not racing. Particular attention is drawn to IRPCAS 9(b) "A vessel of less than 20 metres length or a Sailing Vessel shall not impede the passage of a vessel, which can safely navigate only within a narrow channel or fairway".
- 1.5. Any boat entering the area of obstruction in front of a ferry (see SI 10) may be disqualified.
- 1.6. No boat whilst racing, preparing to race or returning from a race shall deliberately impede the passage of the Lymington/Yarmouth Wightlink Ferry. Any boat so doing may commit a gross breach of a rule and/or be held to bring the sport into disrepute for the purposes of RR 69.
- 1.7. Racing rules will be changed as follows:
 - 1.7.1. RR 40 (Personal Flotation Devices) shall apply **at** all times while afloat without **the need for** Flag Y to be displayed.
 - 1.7.2. RR 42 (Propulsion) shall not apply to a boat trying to avoid an area of obstruction created by the Lymington/Yarmouth Wight Link ferry (see SI 10) so long as any advantage gained is surrendered as soon as possible after the ferry has been cleared.
 - 1.7.3. RR 63.1 Disqualification without a hearing may apply to a boat that does not tally on or off as required by SI 18 below.
 - 1.7.4. RR44.1 is modified to permit a different penalty - see SI 14.2..

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the Official Notice Board located in the entrance to the Club.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to any Sailing Instruction will be posted on the Official Notice Board before 0900 on the day it will take effect except that any change in the schedule of races will be posted by 2000hrs the previous day.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the club flagstaff under a Laser Stratos flag

5. SCHEDULE OF RACES

- 5.1.1. Six Races are scheduled. The warning signal for the first race not be before:

Saturday 3 rd July	1155hrs	Sunday 4 th July	1025hrs
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6. CLASS FLAGS

- 6.1. The Class flag will be:
The Laser Stratos Class Flag or another flag defined at the competitors briefing

7. RACE AREA

- 7.1. Races are held in the West Solent. Note, in light winds it may take 30mins to reach the start line from the Slipway.

8. COURSES

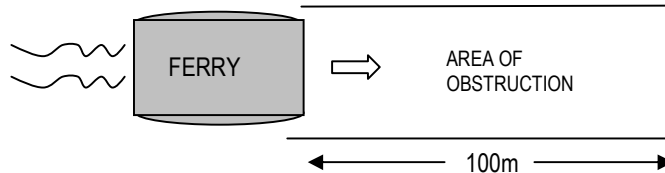
- 8.1. The Courses will be as described in Appendix A

9. MARKS

9.1. The marks will be as described in Appendix A.

10. AREA OF OBSTRUCTION – FERRY

10.1. For the purposes of RR 19 & RR 20 and SI 1.6 an area of obstruction shall extend 100 metres in front of a ferry underway in its direction of motion or intended motion with a width equal to the beam of the ferry.



11. THE START

11.1. Races will be started in accordance with RRS26.

11.2. The Start and finish committee boat will be 'Baverstock' a two masted ships lifeboat permanently moored to the west of the Lymington River.

11.3. Start Line

The start line is formed between the Black/Blue rear mast on Baverstock, and a round yellow buoy with a yellow top flag outer distance mark laid in the vicinity.

12. CHANGING THE COURSE TO FINISH

13. THE FINISH

13.1. The Finish Line will be the same as the start line.

14. PENALTY SYSTEM

14.1. Declarations when signing off

When signing off a boat that has taken a penalty under RR31 (Touching a Mark) or RR44.1 (Taking a Penalty) or has infringed RR41 (Outside Help) shall when signing off declare the penalty and/or indicate that they have retired from the race and/or wish to consult with a Rules Advisor or Mediator (See SI 16.3)

14.2. Alternative Penalties

14.2.1. Exoneration Penalty

A boat that may have broken a rule of Part 2, or rule 31 or 41 (subject to SI14.4) 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 RR44.3(c) except the minimum penalty is 2 places and maximum 5 places if that does not result in a score worse than DNF. The penalty does not reverse an OCS score, a DSQ under RR30.3 or Appendix P. It is not available for a breach of RR2 or of class rules or for gross misconduct under RR69. 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

14.2.2. Advisory Hearing

If on consulting a rules advisor it is realised that a rule has been broken but no party takes any further action, the penalty is zero. However, if a boat caused injury or serious damage, or gained a significant advantage in the race or series by her breach, her exoneration penalty is to retire.

14.2.3. RYA Arbitration

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. The procedures and penalties will be as set out in the RYA Best Practice published on the RYA website at the time of the event.

14.3. Safety Rules

Boats that infringe any of the safety rules may be disqualified. Failure to tally off as required in SI18.7 may result in a disqualification without a hearing. This changes RR63.1.

14.4. Outside Help

- 14.4.1. When an infringement to RR 41 (Outside Help) is declared, it will normally attract a 20% penalty (As calculated in SI 14.2.2) so long as no significant advantage was gained. This changes RR63.1.
- 14.4.2. If RR41 (Outside Help) is infringed but not declared the boat will be disqualified without a hearing. This changes RR63.1.
- 14.4.3. The act of recovering a crew member from the water by another boat (Racing or Not) will normally be penalised 20% under SI 14.4 but subsequent actions may result in a different penalty. The protest committee will not penalise actions based solely on safety considerations.

14.5. Class Rules

An infringement of class rules which is deemed by the Sailing Committee to provide a speed advantage will on the first occasion result in a disqualification from the last race sailed unless the owner has previously advised the club of the modification in writing. For other infringements of class rules a warning may be issued with a time limit to comply with the rule. Subsequent infringements of Class rules by the same person/boat may result in the disqualification of the person/boat from the event/series.

15. TIME LIMIT AND TARGET TIMES

- 15.1. The time limit for all races for the purposes of RR35 is 60 minutes
- 15.2. Races may be shortened at the absolute discretion of the Race Officer. This is an addition to RR 32.1
- 15.3. The target time for the leading boat in a Class to complete a race is between 40 and 60 minutes depending upon weather. Failure to meet the target time shall not be cause for redress.
- 15.4. Any boat that has not finished 15 minutes after the first boat in her Fleet has finished, shall, if she is still racing, be treated as a finisher. This varies RR35. The Race Officer may then.
 - 15.4.1. allow the boat further time to finish the current lap if she in sight of the finish and is likely to finish within a short time.
 - 15.4.2. use the previous lap time and notify the boat or
 - 15.4.3. estimate the finishing position and notify the boat.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. Protests shall be written on the official form available from the Race Officer or the Sailing Office and must be lodged with the Race Officer as soon as possible after the finish of the race concerned, and in any event within one hour of the last boat of her class finishing in the last race of the day. See also SI14.2
- 16.2. Notification of parties to a hearing, as required by RR 63.2 will be by posting the time and place of the hearing on the Notice Board in the Club foyer. Protests will be heard as soon as possible after the race.
- 16.3. The RYA Rules Dispute Advisory Hearing and/or Pre-Protest hearing with a mediator are available to Competitors who, within the protest time limit, discuss an incident with a Rules Advisor and/or mark the sign off sheet to say "Hearing requested".
- 16.4. A Copy of the RYA Racing Charter: Rules Dispute Best Practices is available on the Official Club Notice Board and the RYA website and will be used by the Advisor/Mediator to provide guidance on the procedures for the hearing.

17. SCORING

17.1. Series Scoring

The low points scoring system of RR Appendix A.4 will apply except that in a series, RR A4.2 is amended to read as in RR A9 and RR A2 is amended so the number of excluded race scores (discards) is as follows:

If 4 or more races are sailed the worst result will be discarded.

18. SAFETY REGULATIONS

- 18.1. Competitors are responsible for ensuring that their boat and crew are prepared for the conditions that they may face whilst afloat and being aware that the weather and sea state can quickly change in the Solent. These changes can be due to the development of sea breezes and/or changes in direction of the tide as well as changes in the weather.
- 18.2. Competitors are responsible for complying with their class rules with regard to safety matters.
- 18.3. Personal Flotation Devices must be worn at all times while afloat.
- 18.4. Attention is drawn to RRS Fundamental Rule 1 "Helping Those in Danger." Boats (racing or otherwise) should stand by a capsized or disabled boat unless it is clear that no assistance is required. Redress may be requested. (RR 62.1)
- 18.5. 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.
- 18.6. Any boat that starts but does not finish a race should endeavor to notify the Race Officer (in person or via a safety boat) before leaving the race area.
- 18.7. A Tally on/off system will be in operation – competitors shall take their tally before going afloat and return it to the tally board at the earlier of 15 minutes of coming ashore and the protest time limit.

19.REPLACEMENT OF CREW OR EQUIPMENT

- 19.1. Any equipment may be replaced so long as the boat continues to comply with Class rules.
- 19.2. Either the Helm or Crew may be replaced during the event (not both)

20.EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. Any helm, boat or crew finishing in a top 3 position may be subjected to random measurement checks at the discretion of the Sailing Committee.

21.ADVERTISING

- 21.1. ISAF Regulation 20 Advertising Code applies.
- 21.2. LTSC does not require any competitor to display advertising.

22.OFFICIAL BOATS

- 22.1. Official boats will display an LTSC Burgee

23.SUPPORT BOATS

24.TRASH DISPOSAL

- 24.1. No trash may be thrown overboard
- 24.2. Equipment and other items should be secured so that they will not float away when a boat has capsized.

25.PRIZES

- 25.1. Prizes will be awarded as soon as possible after racing has been completed.

26.DISCLAIMER OF LIABILITY

- 26.1. Competitors participate in the regatta entirely at their own risk; see RR 4 (Decision to Race).
- 26.2. The LTSC, its members and those assisting in the race organization will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race.

27.INSURANCE

- 27.1. Every entrant shall have adequate cover (minimum of £2,000,000) against third party liability.

COURSE APPENDIX A

Courses. There will be three buoys, 'dumpy' inflatable. Buoy 1 to windward will have a blue cover, Buoy 2 approx 45 degrees downwind from buoy 1 and buoy 3 a leeward mark. Buoys 2 and 3 will be plain orange. This is an approximate diagram.

O Buoy 1

Buoy 2 O

**o-----CB Start/Finish
Line**

O Buoy 3

Lap 1 will be 1,2,3, Line

Lap 2 will be 1, 3, Line

Laps 3, 5 etc as Lap1

Laps 4,6 etc as lap 2.

All marks to Port. The Committee boat may be at either end of the start/finish line.

The number of laps planned to be sailed will be indicated by a board on the Committee boat showing a number of diamonds. e.g. 3 diamonds means 3 laps.

Note: You must always cross the start/finish line at the end of each lap. This is because the race may be shortened.

Note 2. The Buoy 1 will be set approximately to windward. However, if the wind changes the course remains the same. No buoys will be moved during the race.