

Sailing Instructions

South Wales Club Youth Racing Circuit (CYRC) Dragon Series 2024

<p>Dates and venues</p> <p>8th June – Tata Steel Sailing Club 11th May – Llandegfedd Sailing Club 1st June – Mumbles Yacht Club 17th August – Cardiff Bay Yacht Club</p>	<ul style="list-style-type: none"> • Compete in 3 out of 4 to qualify for the series • £20 Single Handers • £25 Double Handers • 3 to 6 races a day • Prize giving at each event • Overall Series prizes at last event
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Objective

Racing events designed to build on the South Wales Winter Training. Whilst quality racing is the intention of the series, courses may be adapted and training may be provided to suit the age and ability of competitors. The series will cater for experienced racers (wanting to practice against their squad mates!) through to novice sailors travelling to their first event.

The following fleets will be catered for;

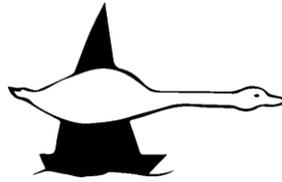
General Handicap	Any class of boat so long as the sailor is under 19 on the 31/12/2024. Please note RYA Youth and junior classes with 6 or more entries may have a class start.
Topper 5.3 Gold	Racing for Topper 5.3 Welsh National Squad sailors
Topper 5.3 Silver	Racing for Topper 5.3 sailors who are aspiring to gain a place in next year's Welsh National Squad.
Topper 4.2	Racing for all Topper 4.2 sailors who are regularly training and racing at National events.
Topper Training	Racing & Training provided for less experienced sailors. Those taking part in their first few events or not yet ready for main fleet racing or who have come from the RYA OnBoard scheme
Optimist Gold	Racing for GBR, Welsh National Squad Sailors or those sailors at the top of RYA Cymru Wales Open Training aspiring to gain a place in next year's Welsh National Squad.
Optimist Silver	Racing for those new to RYACW Open Training (1st winter)
Optimist Training (including Optibats)	Racing & Training provided for less experienced sailors. Those taking part in their first few events or not yet ready for main fleet racing or who have come from the RYA OnBoard scheme

Please Note

- Gold and Silver fleets will race together to enable sailors to monitor their progress
- The Topper 5.3 and 4.2 rigs will race as one fleet and may be scored as separate fleets
- The training fleets may sail a different course to the Gold and Silver fleets

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Sailing Instructions

The organizing authorities are the host clubs.

1. Rules

- 1.1 The Event is governed by the rules as defined in the Racing Rules of Sailing.
- 1.2 Competitors should note that Welsh Clubs implement the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter, which can be found at the front of the RYA rule book or at www.rya.org.uk/racing/charter
- 1.3 Post Race Penalty and the Advisory Hearing and RYA Arbitration of the RYA Rules Disputes
Procedures will be available.

2. Tally Systems

- 2.1 Tallies may be used – identified in each events Supplementary Sailing Instructions

3. Notices to Competitors

- 3.1 Notices to competitors will be posted on the Official Notice Board. The location will be identified in each venues Supplementary Sailing Instructions

4. Changes to Sailing Instructions

- 4.1 Any change to the sailing instructions will be posted on the Official Notice Board at least one hour before the advertised warning signal of the race or races concerned and signaled by displaying flag L ashore (SI 6).

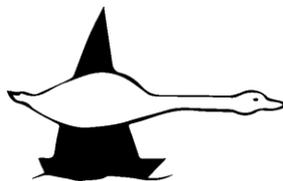
5. Signals made ashore

- 5.1 Signals displayed over a class flag apply to that class only.
- 5.2 If Flag L is displayed (A notice to competitors has been posted) it will be flown with a numeral pennant indicating the latest notice posted

L



- 5.3 Flag AP may be displayed ashore to signify racing is postponed. Should AP be displayed with a Class Flag, the postponement will apply only to the fleets whose Class Flags are displayed.



Flag	Description
<p>AP </p>	<p>When Flag AP is displayed ashore race signal AP is changed in that, Flag AP displayed without a numeral pennant means Racing is postponed indefinitely.</p> <p>When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.</p>

6. Schedule of races

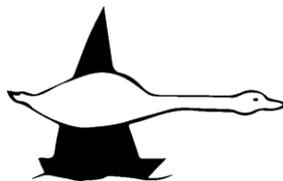
- 6.1 Dates of racing are as the series NOR describes. Not more than 6 events will be held. An event days racing may be rescheduled if one or more days racing are abandoned.
- 6.2 A Maximum of 6 races a day are scheduled – number of races will be identified in the Supplementary Sailing Instructions
- 6.3 Warning signals: **10:55** for the 1st race of the day, at all events.
- 6.4 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed on the committee boat not less than five minutes before a warning signal is display

7. Class signals

- 7.1 Class flags will be:

Class	Description	Picture
Topper 5.3 & 4.2	Code Flag T	T 
Optimist	Code Flag O	O 
RS Tera Sport & Pro	Code Flag R	R 
General Handicap	Code Flag G	G 

- 7.2 If Optimist or Topper Training fleet starts are to be separate the additional flag will be described in the Supplementary Sailing Instructions



8. Course area

8.1 The course areas to be used will be identified in the Supplementary Sailing Instructions.

9. The course

9.1 The course configuration and order of rounding marks is shown in Attachment A to these Sailing Instructions.

9.2 The Course will be identified by the course number (OX, IX, W, S, T) and number of laps displayed on a whiteboard on the committee boat

9.3 If no course is displayed, Optimists/ RS Tera will sail course 'OX, Toppers 'IX' & General Handicap Fleet will sail 'W'. [The Intended course length is approximately 20 – 30 minutes for the lead boat]

10. Marks

10.1 The marks of the course will be identified in the Supplementary Sailing Instructions

11. The Start

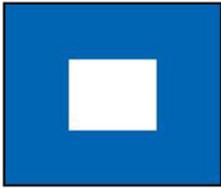
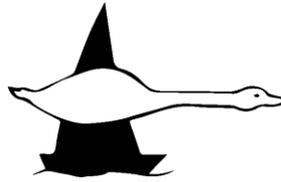
11.1 Races will be started in accordance with RRS 26.

Title	Minutes Before Starting Signal	Flag & Sound
Warning	5 minutes	Class Flag Displayed; 1 sound signal
Preparatory	4 minutes	Either Flag P, Flag U or Black Flag Displayed; 1 sound signal
1 minute period	1 minute	Either Flag P, Flag U or Black Flag Removed; 1 long sound signal
Starting	0 minute	Class Flag Removed ; 1 sound signal

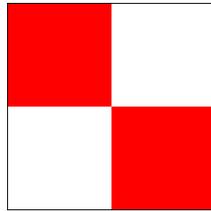
11.2 There will be a gap of not less than one minute after a start before the warning signal for the subsequent class. If there is a General Recall, then the subsequent classes' start will be delayed in order to maintain the start sequence.

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P Flag



U Flag



Black Flag

- 11.3 The starting line will be between staffs displaying orange flags on the starting marks. Boats whose warning signal has not been made shall not sail within an area extending 50m from the start line and its marks.[DP]
- 11.4 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.1.

12. Change of Course

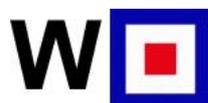
- 12.1 To change the next leg of the course, the race committee will move the original mark to a new position.
- 12.2 If the race committee signals a shortened course (displays flag S with two sounds) the finishing line shall be: at a rounding mark, between the mark and a staff displaying flag S.

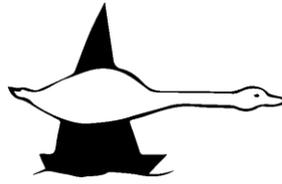
13. The Finish

- 13.1 The finishing line will be between a staff displaying a blue flag on a race committee boat and the finishing mark.

14. Alternative Finish Line

- 14.1 After the first boat has finished the Race Committee may finish other boats at a mark of the course or on a leg of the course.
- 14.2 When a committee boat displays flag W with two sounds, boats may be finished by this Official Boat.
- 14.3 When a boat finishes in accordance with this instruction she shall be given a finishing place after all boats which complete more legs of the course and then finish. This changes RRS 28, 35, A4 and A5.





15. Time Limits

- 15.1 Will be identified in the Supplementary Sailing Instructions

16. Post Race Penalty, Advisory Hearings & Arbitration Hearings

- 16.1 The Post Race Penalty, Advisory Hearing and RYA Arbitration of the RYA Rules Disputes procedure shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. Guidance on Arbitration is in Attachment B

17. Protests

- 17.1 Protest forms are available from the race office.
- 17.2 The end of protest time for each class will be 60 minutes after the last boat in that class finishes the last race of the day, this will also be posted on the official notice board each day.
- 17.3 Notices will be posted on the official notice board within 15 minutes of the end of protest time. The purpose of the notices is to inform competitors of any hearings in which they are parties or named as witnesses.
- 17.4 Notices of protests by the race committee or protest committee will be posted on the official notice board to inform boats under RRS 61.1(b).

18. Scoring System

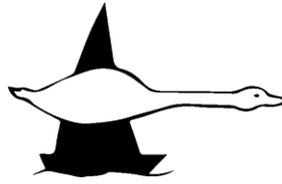
- 18.1 The event will be scored using Appendix A Low point scoring system.
- 18.2 Each boat's event score will be the total of her race scores with her worst score discarded if 3 or more races have been completed.
- 18.3 One races shall constitute an event
- 18.4 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available from the official Notice board.

19. Prizes

- 19.1 Prizes are detailed in NOR

20. Outside Help

- 20.1 At the discretion of the race committee official support boats only may help competitors.
- 20.2 This amends Rule 41. The application of this SI shall not give grounds for redress. The extent of help will be dependent on ability, examples may include shortening courses for these boats, providing alternative courses to suit the conditions, coaching etc. This changes Rule 62.



21. RISK STATEMENT

Rule 3 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 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 omission;
- 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;
- g) 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;

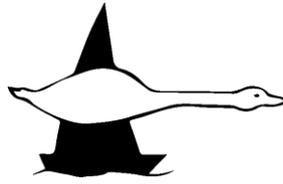
22. Further Information

For further information please see below:

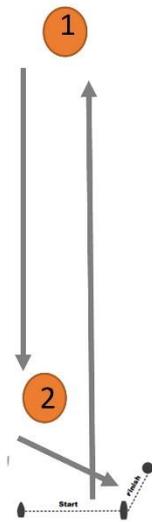
Sam Thomas
Event Officer / Swyddog Digwyddiadau
07716 200 620
Sam.thomas@ryacymruwales.org.uk

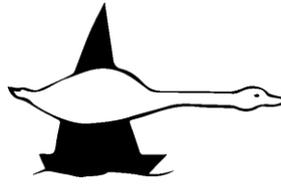
admin@ryacymruwales.org.uk

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W	COURSE: WINDWARD/ LEEWARD With reaching finish
Signal	Mark rounding order:
W2	Start – 1-2-1-2-Finish
W3	Start – 1-2-1-2-1-2-Finish





Attachment B – Arbitration

Arbitration is a process whereby the protestor and the protested explain the incident one at a time to a selected arbitrator (Coach or Jury). They then gather the facts and if needed call witnesses to give evidence. If the protest is found to be valid the keep clear boat will be offered a Post-Race Penalty which is 30% of the boats that came to the starting area in that race.

If the protest is thrown out no penalty will be applied.

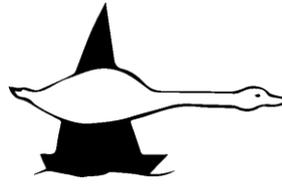
Both the protestor and the protested can opt to have a full protest at any time.

N.B If there was damage or serious injury arbitration will not be offered.

The full procedure can be found below

RYA ARBITRATION PROCEDURE

1. A boat will lodge a protest filling in a protest form from the race office, and within the normal time limit
2. When RYA Arbitration is provided for in the notice of race or sailing instructions, its use may be requested by any party or the protest committee or race committee.
3. The Arbitrator will first consider whether there was injury or serious damage and/or that a boat gained a significant advantage from the incident. If they are satisfied that none of these occurred, and if all parties agree, an arbitration will be called, to take place as soon as possible in a quiet place, and without observers permitted to attend (who might otherwise be called as witnesses to a subsequent protest committee hearing).
4. If the arbitrator judges the issue too complex, or if a party does not agree to arbitration, the protest will be heard by a protest committee.
5. If a party is not present, and therefore is not able to accept a Post-Race Penalty, the protest must be heard by a protest committee. If RYA Arbitration was suitable, it may be equally suitable for the arbitrator to act as a one-person protest committee.
6. The arbitrator follows the same procedure as for a protest hearing (see Appendix M in the Racing Rules of Sailing), starting by considering the validity of the protest.
7. Each sailor then gives a brief summary of the incident.
8. The arbitrator may decide at any time during the arbitration that the issue should be heard by a protest committee, and terminate the arbitration. Any boat may accept a Post-Race Penalty



before the start of the protest hearing (or retire if it caused injury, serious damage or, despite taking a penalty, gained a significant advantage – rule 44.1). However, the arbitrator may instead decide that hearing witness evidence immediately will enable an immediate and clear opinion to be found. Only the arbitrator may call witnesses.

9. The arbitrator summarises the evidence of the parties, and gives an opinion on whether any boat broke a rule and, if so, which and why. Each boat that may have broken a rule is invited to accept a Post-Race Penalty (or retire if the boat may have caused injury, serious damage or gained a significant advantage).
10. When all boats that may have broken a rule accept a Post-Race Penalty (or decide to retire), or if the arbitrator's opinion is that the protest is invalid or no rule was broken, the protestor is invited and allowed to withdraw the protest.
11. No party is obliged to accept a Post-Race Penalty or retire, and no party is obliged to accept that another party did not break a rule. In either case, the party is entitled to have the protest heard by a protest committee.
12. The arbitrator completes the decision form, detailing any penalties accepted and whether the protest is withdrawn and returns it to the race office. The decision form sections on facts found, conclusions and decision must be left blank. If a full protest hearing is to follow, no new protest from the party is needed – the protest committee will attach a new decision form to the written protest for its own hearing.
13. If, for any reason, the protest proceeds to a protest hearing, any party may accept a Post Race Penalty at any time before the protest hearing starts (or retire if she they caused injury, serious damage or, despite taking a penalty, gained a significant advantage – rule 44.1). A Post-Race Penalty, once accepted, cannot be withdrawn or removed, even if a protest committee later decides that a boat that accepted a Post-Race Penalty did not in fact break a rule.
14. When a boat accepts a Post-Race Penalty at RYA Arbitration or at any time before the start of any related protest hearing, the boat will not be penalised further at the protest hearing if the protest committee decides that the penalty the boat has already accepted was appropriate to the facts it finds.
15. When RYA Arbitration proceeds to a protest hearing, there is no objection in principle to the arbitrator being a member of the protest committee, but a protest committee may decide not to have the arbitrator as a member.