



## **Gower Challenge Regatta 24<sup>th</sup> and 25<sup>th</sup> August 2018**

### **Incorporating the BCYC Pursuit Race**

### **Mumbles Yacht Club, Swansea**

### **SAILING INSTRUCTIONS**

#### **1. RULES**

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017-2020* and these sailing instructions.
- 1.2. If there is a conflict between languages the English text will take precedence.
- 1.3. If there is a conflict, these Sailing Instructions will prevail.

#### **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the official notice board(s) located in the foyer of Mumbles Yacht Club.

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

- 3.1. Any change to the sailing instructions will be posted before 1000 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

#### **4. SIGNALS MADE ASHORE**

- 4.1. Signals made ashore will be displayed on the flagpole on the roof of Mumbles Yacht Club.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

#### **5. SCHEDULE OF RACES**

##### 5.1. Schedule

<b>DATE</b>	<b>EVENT</b>
Saturday 24 <sup>th</sup> August	Registration 9.00 – 10.30  Competitors Briefing – Time 10:00  Long distance race – Warning Signal not before 11.55
Sunday 25 <sup>th</sup> August	1 Race – First Warning Signal not before 12.30

#### **6. RACING AREAS**

- 6.1. Racing shall take place within the confines of Bristol Channel.

#### **7. THE COURSES**

7.1. The long distance race is weather dependent. If conditions are not conducive to coastal racing an alternative around the bay course will be displayed on the official notice board in the foyer of the clubhouse.

7.2. Long distance race course:

1. Club start/finish line or committee boat
2. Windward mark at the discretion of the race officer
3. SWIG – starboard
4. Mixon – port
5. Pwll Du mark (inflatable pillar) – port
6. Oxwich (inflatable pillar) – port
7. Pwll Du mark (inflatable pillar) – starboard
8. Mixon – starboard
9. SWIG – port
10. Club start/finish line or finish boat

7.3. The BCYC Pursuit Race will be a trapezoidal course as per the BCYC Pursuit Race NOR and sailing instructions.

## **8. THE START**

8.1. The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the port-end starting mark, or between the club starting mark and a pin as directed in the briefing.

8.2. A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

## **9. CHANGE OF THE NEXT LEG OF THE COURSE**

9.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. It may not be possible to remove the original mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **10. THE FINISH**

10.1. The finishing line will be between a staff displaying a blue flag on the Race Committee Boat at the starboard end and the course side of the port-end finishing mark, or the club finishing line as directed in the briefing.

10.2. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity. This may be over VHF on channel 37.

## **11. PENALTY SYSTEM**

11.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11.2. Exoneration Penalty

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.
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.

## **12. TIME LIMITS AND TARGET TIMES**

### **12.1. Time Limits for coast race course.**

1. If the leading competitor has not reached the Pwll Du Gate (1st time) within 90 minutes of the start signal, the course will be shortened and the Pwll Du mark taken to Port. A Club safety boat shall be in proximity of the mark flying a shortened course flag. The next mark of the course will be Mixon to Starboard.
2. If the leading competitor has not reached the Club start-finish line within 4 hrs the race will be finished at a laid on course finish line. In this instance prior warning of a shortened course will be at the discretion of the OOD

## **13. PROTESTS AND REQUESTS FOR REDRESS**

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

13.2. The protest time limit is 90 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.

13.3. 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 named as witnesses. Hearings will be held in the protest room. The location and schedule will be posted on the official notice board.

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

13.5. Decisions of the protest committee will be final as provided in rule 70.5.

### **13.6. Advisory Hearing**

1. 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.

### **13.7. RYA Arbitration**

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.
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.
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.
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.

## **14. SCORING**

14.1. The low points scoring system of Appendix A will apply.

14.2. One race is required to be completed to constitute a series.

14.3. There shall be no discards.

## **15. SAFETY REGULATIONS**

15.1. Check-Out and Check-In: A tally board system will be in force during the event. Helm or crew must tally onto the water by wearing a band located in the charge of the beach master. Immediately after returning from the water, this band must be returned to the tally board. Boats failing to comply with these procedures will be subject to a contribution of £10 to the local RNLI for the first failure increasing by £20 for the second and £30 for the third or more. This rule does not apply to cruisers.

15.2. A boat that retires from a race shall notify the race committee as soon as possible.

15.3. Personal Buoyancy on Dinghies and Catamarans only shall be worn at all times whilst on the water. This changes rule 40.

## **16. REPLACEMENT OF CREW OR EQUIPMENT**

16.1. Substitution of competitors will not be allowed without prior approval of the race committee.

## **17. EQUIPMENT AND MEASUREMENT CHECKS**

17.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

17.2. Each boat must have:

1. a fully completed and signed declaration by the skipper of that boat to show they have completed and passed an inspection of the boat
2. Carry a 0.9m minimum length paddle, with the exception of cruisers.
3. Carry a suitable tow rope/righting line of minimum diameter 6mm and minimum length 8m with one end securely attached to the mast foot
4. Carry an operational VHF hand held radio capable of operating on channel 37, with suitable water resistance, or carry a suitably protected mobile phone with the safety officer's mobile number stored in the memory. (Safety Officer Andrew Edwards).
5. Note: The Gower Challenge is an open water/coastal event. Whilst the carrying of personal flares is not mandatory, it is recommended.

## **18. TRASH DISPOSAL**

18.1. Trash may be placed aboard support or official boats.

## **19. RADIO COMMUNICATION**

19.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## **20. PRIZES**

20.1. Prizes will be awarded as per the Notice of Race.

## **21. DISCLAIMER OF LIABILITY**

21.1. Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **22. INSURANCE**

22.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or the equivalent.