



## ▷ SVYC SAILING INSTRUCTIONS & MERMAID CLASS RULES 2016

### 1 Rules

1.1 Racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2013 - 2016. Unless published separately, the Notice of Race (NoR) is contained in the SVYC Programme.

1.2 All entrants, and parents/guardians of entrants under 18, must have signed an entry form and must be members, temporary members, signed in guests of a member or Mermaid charter members of the SVYC.

1.3 The International Regulations for Preventing Collisions at Sea (IRPCS) apply when a boat sailing under racing rules meets a vessel that is not. If she fails to comply with this obligation she may be protested and penalised.

1.4 At all times while afloat boats, including support boats, are subject to regulations issued by the Queen's Harbour Master ( [HYPERLINK "http://www.royalnavy.mod.uk/qhm/portsmouth"](http://www.royalnavy.mod.uk/qhm/portsmouth) [http://www.royalnavy.mod.uk/qhm/portsmouth.](http://www.royalnavy.mod.uk/qhm/portsmouth)) in respect of the Dockyard Port of Portsmouth which includes the SVYC racing area. When sailing in the deep water channel boats are required to give way to large vessels proceeding to and from the ports of Portsmouth and Southampton or the anchorage at St Helen's Roads.

1.5 For all competitors an adequate personal flotation device shall be carried on board, and these shall be worn at all times while afloat, except briefly while changing or adjusting clothing or personal equipment, if

- (i) they are competing in centre-board dinghies, small multi-hulls or windsurfers, or
- (ii) they are under 18 in any class, or
- (iii) class rules require it, or
- (iv) flag Y is displayed ashore or from the Committee Vessel (CV);

This changes the preamble to part 4 and RRS 40.

An adequate flotation device is a life-jacket or buoyancy aid to a minimum of 50 Newtons EN393/ISO12402-5, or 100 Newtons for weak swimmers or non-swimmers.

1.6 RRS will be changed by these Sailing Instructions (SIs) as follows

Part 4 pre-amble and RRS 40 in SI 1.5 (wearing of personal buoyancy)

A4 and A5 in SI 10.3 (disqualification of late starters)

RRS 27.1 in SI 8.1 (Course displayed no later than 4 minutes prior to Warning Signal)

RRS 33 in SI 11.1 (course change for courses using specified racing marks)

RRS 33 in SI 11.3 (small changes in position of inflatable mark)

RRS 35, A4 and A5 in SI 14.2 and 14.3 (scoring of boats out of time limit)

RRS 44.1 in SI 13.1 (one-turn penalty except for tacking at windward mark)

RRS 49.1 The use of a trapeze is allowed on a boat originally designed and built fitted with a trapeze.

1.7 Competitors should note that SVYC implement the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter.

### 2 Notices to competitors

Notices to competitors will be posted on the official notice board located at the SVYC.

### 3 Changes to Sailing Instructions

3.1 Any change to the schedule in the NoR or to the SIs made prior to 2 hours before the scheduled starting time of a race will be posted in accordance with SI 2.

3.2 Any change to the schedule in the NoR or to the SIs made less than 2 hour before the scheduled starting time of the race will be written on a board displayed on a CV displaying flag 2nd substitute.

### 4 Signals Made Ashore

Signals made ashore will be flown from the SVYC flagstaff. Starting signals for the Club Orange starting line will be made from ashore.

### 5 Schedule of Races

The schedule of races is as given in the NoR (for club events this is in the SVYC Sailing Programme).

## 6. Class Flags

Class	Flag	Class	Flag	Class	Flag
Seaview Mermaid 	U	SVOD Dinghy 	W	Slow Handicap Dinghies 	4
Handicap Cruiser 	2	SVOD (Victory) 	D	Fast Handicap Dinghies 	3
National Squib 	NN9	International Optimist 	O		

## 7. Racing Area


The racing area will be in the Eastern Solent.


## 8. The Courses

8.1 The course to be sailed will be displayed no later than four minutes prior to the warning signal, either using the mark letters, numbers or symbols listed on the SVYC Buoy Chart, or using the special course numbers described in [SI 8.9](#).

8.2 For starts from a club starting line, the first board will depict the class flag.

8.3 A red background to the mark letter, number or symbol indicates that the mark shall be rounded to port. A green background indicates that the mark shall be rounded to starboard. If a blackboard and chalk are used, then all marks shall be rounded to starboard unless underlined in which case they shall be rounded to port.

8.4 When a double (triple) diamond symbol on a white background is shown, the sequence before the diamonds  shall be sailed twice (three times) before continuing to any marks displayed after the diamonds.

8.5 When a black and orange chequered board is displayed in the course, the mark(s) preceding this board will be rounded  once before rounding the marks displayed after the chequered board for the number of times indicated.


8.6 When the letter L is displayed on a black background after the last mark of the course or of a round of the course, the club finishing line is to be crossed from the direction of the last mark.

8.7 The yellow post (which sits just beyond the orange line OLM) and the floating barrier surrounding it, constitute an obstruction.


### 8.8 Additional course instructions for keelboat classes


8.8.1 Keelboats must pass to seaward of the following Marks after starting:-

Big Ben Rock  (Red Can 17)

Bunch  (Red Can 13)

Quay Rock  (Red Can 12)

Old Fort  (Red Can 14)

St Helen's Fort 

### 8.9 Special Courses

8.9.1 For CV starts, special courses may be set. Inflatable marks will be used, unless otherwise indicated.

8.9.2 Special Course 6 will be a windward/leeward course with a windward finish as shown in the adjacent diagram,

The number of rounds to be sailed will be indicated by the number of diamonds displayed on a course board. Boats are not required to pass through the finishing line until they have completed the course.

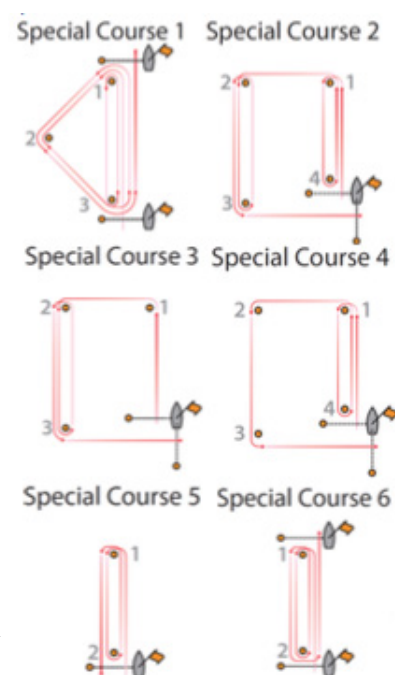
If a windward or leeward spreader or leeward gate is to be used, this will be signalled from the Committee Boat using course boards displaying +W (indicating a windward spreader), +L (indicating a leeward spreader), and/or +G (indicating a leeward gate).

The start and finish lines may be placed at any point on the dotted lines shown in the diagram.

8.9.3 Special Courses 2 & 3 are Trapezoid courses as indicated in the adjacent diagrams.

8.9.4 All Special Courses will be signalled from the committee boat by displaying a course board with the relevant number on it.

8.9.5 Other special courses will be described in a change to the SIs made in accordance with [SI 3](#).



## 9. Marks

Marks of the course will be either movable inflatable buoys or marks permanently laid as shown on the SVYC Buoy Chart.

## 10. The Start

10.1 Races will be started by using **RRS 26** with the warning signal made 5 minutes before the starting signal. As a supplementary aid to starts on the club line a series of lights will appear immediately above the course boards. One light will be displayed at the Warning signal. A second light will be displayed at the Preparatory signal and be extinguished at the one-minute signal. The other light will be extinguished at the start. In the event of an individual recall two lights will be displayed within five seconds of the start and extinguished when flag X is removed. In the event of a general recall, a postponement or abandonment three lights will be displayed. These will be extinguished one minute before the subsequent Warning signal.

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

10.3 A boat starting later than 4 minutes after her starting signal where there is a 5 minute interval before the next race start, or 9 minutes for a 10 minute or longer interval before the next race start, will be scored Did Not Start without a hearing. This changes **RRS A4**.

### Club Starting Line

10.4 **The Orange starting line** is an extension of a line formed by bringing the SVYC flagstaff in line with an orange and white vertical marker board on the wall of the SVYC building. The Yellow Post is on an extension of this line. When starting, boats must pass between two yellow buoys marking the outer and inner limits of the line. When code flag E is displayed at the warning signal the inner limit mark does not apply.



10.6 If a limit mark is lying on the pre-start side of the starting line, boats when starting shall leave on the required side both the limit mark and the point on the starting line nearest to the limit mark.

10.7 On the start line the transit lights are momentarily obscured by the SVYC flagstaff at the approximate point of transit.

### Committee vessel starting marks/line

10.9 The starting line will be between a staff displaying an orange flag on the committee boat at the starboard end and the course side of the port-end starting mark, such that the starting line is approximately at right angles to the wind. Any boat, buoy or fender attached firmly alongside the starting committee boat will be considered a part of a starting mark.

## 11. Change of course after the start

11.1 When a course consisting of specified racing marks has been set, the race committee may change the course at any rounding mark. The signal shall be the display of Flag C with repetitive sounds from a committee boat nearby and the new course to be sailed after that mark has been rounded will be displayed. Alternatively, the new course may be given out verbally to each boat. This changes **RRS 33**.

11.2 When a Special Course is being sailed, to change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position in accordance with **RRS 33**.

11.3 **RRS 33** is changed in that when inflatable marks are used, the race committee may move a mark without signalling a change of course, subject to the length and direction of the leg concerned not being altered by more than 20% and 15° respectively.

## 12 Club finishing line

12.1 The Club finishing line is an extension of a line formed by bringing the SVYC flagstaff in line with an orange and white vertical marker board on the wall of the SVYC building. The Yellow Post is on an extension of this line. When finishing, boats must pass between two yellow buoys marking the outer and inner limits of

the line. If a white 10 on a black background is displayed Number 10 buoy becomes the outer limit mark for the finish. For all dinghies there is no inner limit mark on finishing.

12.2 If a limit mark is lying beyond the finishing line, boats when finishing shall leave on the required side both the limit mark and the point on the finishing line nearest to the limit mark.

### Shorten Course

12.3 In a race where a lap finishes through the club finishing line, shortened course will be signalled by displaying flag S from ashore.

12.4 In any race, the course may be shortened at a rounding mark. Boats should finish between the mark & the staff displaying flag S.

### Committee Boat Finishing Line

12.5 For all other races the finish will be between a staff on a committee boat displaying an orange flag and the course side of the adjacent finishing mark. Unless otherwise specified the finishing mark will be the last mark of the course. Any boat, buoy or fender attached firmly alongside the finishing committee boat will be considered a part of a finishing mark.

12.6 In any race the course may be shortened at a rounding mark. Boats should finish between the mark and staff on the committee boat displaying Flag S in accordance with [RRS 32.2\(a\)](#).

## 13 Penalty System

13.1 [RRS 44.1](#) is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty (a tack and a gybe), except in the SVOD Class for a breach of [RRS 18.3](#) (changing tack at windward mark) when a Two-Turns penalty applies.

13.2 If a boat causes injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire In accordance with [RRS 44.1\(b\)](#). In the case of Mermaids all collision damage will be considered serious.

13.3 If a right-of-way boat or one entitled to room or mark-room is penalised under [RRS 14](#) because there is damage or injury, her penalty shall be to retire.

### 13.4 Exoneration Penalty

After finishing the race concerned and before the start of a related protest hearing, a boat that may have broken a rule of Part 2, excepting [RRS 18.3](#) (tacking at a windward mark), or [RRS 31](#) or [42](#), may notify the race committee that she accepts a 30% scoring penalty as stated in [RRS 44.3\(c\)](#). This penalty does not reverse an OCS score, a disqualification under [RRS 30.3](#) or a penalty under Appendix P. It is not available for a breach of [RRS 2](#) or [RRS 18.3](#) or of class rules or for gross misconduct under [RRS 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.

13.5 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.

## 14 Time Limits

14.1. The Time limit for handicap cruiser races is 4 hours and for all other races the time limit is 2 hours.

14.2 Boats failing to finish within the Time Limit or 30 minutes (60 minutes for handicap cruisers) after the first boat sails the course and finishes, whichever is later, will be scored DNF. This changes [RRS35](#), [A4](#) and [A5](#).

14.3. Should no boat finish within the Time Limit, the result of the race for that class may be determined from a previously recorded time for all boats (taken at the finish line or a rounding mark), this changes [RRS 35](#), [A4](#) and [A5](#).

## 15 Protests and Requests for Redress

15.1 Protest forms are available at the SVYC office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.

15.2 For each class, the protest time limit is 2 hours after the last boat of that class has finished the last race of the day.

15.3 A notice will be posted no later than 24 hours after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. It will inform them where and when the hearing is to take place.

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

### 15.5 Advisory Hearing

Where 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, although there is no requirement for her to do so.

### 16 Scoring

16.1 In races for the Handicap Cruiser class, IRC and/or ISC handicaps will be used. It is the responsibility of entrants to advise their Time Correction Factor to the race committee prior to the start of the race. Failure to do so will result in the boat receiving no finishing position on corrected time.

16.2 In races for Handicap Dinghy class, the Portsmouth Yardstick of the boat will be used as amended by the Handicap Dinghy class committee.

### 17. Safety regulations

17.1 A boat that retires from a race shall notify the race committee as soon as possible - in person, by hailing the committee boat, by VHF channel M2 or Ch77 or by telephone to SVYC race deck 07717 352506 or office 01983 613268.

17.2 When the race committee considers that a boat or a competitor is in difficulty, it may instruct the boat or competitor to accept outside help, retire and sail ashore.

### 18. Equipment Inspection

18.1 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 inspector or measurer to proceed immediately to a designated area for inspection.

18.2 Upon demand the entrant shall present a valid measurement or rating certificate where applicable, or shall sign an undertaking to present one within a prescribed time, to the race committee.

### 19 Radio Communication

19.1 A boat shall not make radio transmissions while racing, other than on safety matters or on race management matters to the race committee, nor shall she solicit radio communications or use a mobile telephone to gain information that would constitute outside help under **RRS 41**.

19.2 For Keelboats and Cruisers courses will be announced on VHF Ch77 in addition to being displayed in the normal manner.

### 20 Prizes

Details of prizes for club events are given in the SVYC Sailing Programme.

### 21 Risk Statement

21.1 RRS 4 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 involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

21.2 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;

21.3 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

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

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

21.6 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the

organiser does not relieve them of their own responsibilities;

21.7 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

21.8 Their boat is adequately insured, with cover of at least £2 million against third party claims.

21.9 An entrant, or the parent or guardian of an entrant under 18 on their behalf, must have agreed beforehand in writing to be bound by the RRS and all other rules that govern any race held under these sailing instructions. In particular the entrant, or the parent or guardian of an entrant under 18 on their behalf, must have read the Risk Statement above and have agreed to its provisions.

### Mermaid Class Rules

M1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that

- (a) a compass may be carried on board, or tied or taped to the hull or spars;
- (b) a handheld VHF and/or mobile phone may be carried on board, but may only be used in accordance with SI 19; no information source based on gps may be used.
- (c) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat, except that they may not be attached to the sails;
- (d) adhesive tape may be used anywhere above the water line; and
- (e) all fittings or equipment designed to be adjusted may be adjusted, provided the class rules are complied with; however the tautness of the standing rigging may not be altered except in an emergency.

M2 All equipment provided with the boat for sailing purposes shall be in the boat while afloat. Mermaids are equipped with and must carry an anchor, anchor warp, two paddles, bucket, throw-line and a flare pack including first aid kit.

M3 All helms and crew shall wear an adequate personal flotation device (as determined in SI 1.5) at all times while afloat except briefly while changing or adjusting clothing or personal equipment.

M4 The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.

M5 The race committee's decision on whether or not racing takes place may not be over-ruled by a competitor. However, an officer of the Club or the Captain of Mermaids may at any time require racing to be abandoned or impose a limitation on the use of mainsails, genoas or spinnakers.

M6 Competitors are responsible for ensuring that they reach the starting area in time. No redress will be given as a result of competitors failing to be afloat on time. However, the race committee may at their sole discretion delay the start if they consider the situation warrants it.

M7 Unless otherwise signalled in accordance with M8 or M9, mainsails, jibs and spinnakers may be used.

M8 The following signals regarding the use of genoas, reefed mainsails and spinnakers will be made from the SVYC flagstaff or CV at any time before the warning signal is given. They will be accompanied by two sound signals and will remain in place until after the start.



Flag G = genoas allowed.



Flag R = all boats must reef their mainsails.



Flag V = spinnakers not allowed.

An indication of the race committee's intentions with respect to these signals will be given on the Mermaid notice board, but competitors are advised to check the substantive signal made from the SVYC flagstaff or committee boat at the warning signal.

M9 After the start the race committee may signal at any mark of the course that spinnakers are no longer to be used. This will be signalled by displaying Flag V accompanied by periodic sound signals sufficient to draw each competitor's attention to the signal.

M10 The foresail may not be boomed out with any part of the boat's equipment other than the spinnaker pole provided, which must only be attached to the mast, except when gybing. It may be held out by a member of the crew.

M11 No member of the crew may sit or stand on the side decks when racing, except when moving to or from the foredeck or flying the Spinnaker.

M12 Competitors must declare any defects, damage or missing equipment on the form provided and include, where applicable, notification to the Race Officer that the boat has retired or taken a penalty.

### Sportsmanship and the Rules

**Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.**

January 2016