



# Club Racing

## Starcross Yacht Club

### Notice of Race & Sailing Instructions

Version 3-11 - December 2025

These Notice of Race and Sailing Instructions apply to all dinghy and catamaran races organised by Starcross Yacht Club for club members from 31 August 2025, UNLESS event specific Sailing Instructions are produced.

The rules and conditions defined in BOTH documents apply to racing at Starcross YC. In case of conflict between them, the Sailing Instructions shall take precedence.

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## Document History

V1.0	Mark Elkington created SI	July 2008
V1.8	Reviewed and approved by Sailing Committee	January 2013
V1.9	Updated and approved by Sailing Committee	April 2014
V1.9.1	Franco Marengo modified Section 17	May 2016
V2	Mark Elkington brought content up to date with RRS 2017-2020. Split content into NOR and SI documents. Approved by the Sailing Committee 26th March 2019.	July 2018 - March 2019
<b>V3</b>	<b>Mark Elkington restructured the document to reflect the update of RRS 2021-2024.. Approved by the Sailing Committee 23 February 2021.</b>	<b>February 2021</b>
V3-1	Updated Annex C with new course board layout	8 April 2021
V3-2	Added Annex F with specific additions/replacements for Pursuit Races	15 June 2021
V3-3	Added information in Section 7 of the NoR regarding the requirement to have an identifying sail number and to have entered a race with that number. Changing RRS G4	15 March 2022
V3-4	Dave Lee - Amended SI section 8 to include a special mark for the slow handicap fleet. Also updated NoR section 8 and Annex C to reflect current fleets.	24 July 2023
V3-5	Mark Elkington - Updated NOR Section 8 and Appendix C to reflect latest course board configuration	4 September 2023
V3-7	Dave Lee - Amended section 9 to clarify ODM position and special mark identification.	20 March 2024
V3-8	Paul Kelley updated the references to the recently released new version of the RRS	27 December 2024
V3-9	Mark Elkington - clarified finishing for average lap racing - Section 12.1	1 May 2025
V3-10	Change made to section 7 of the NOR concerning handling of yardsticks for two person boats being sailed as a singlehander. Change to start time limit (SI section 9). Trophy race list removed (NOR Section 8). <i>Correction made on 2 December 2025</i>	31 August 2025
V3.-11	Changed Section 10 of the NOR to reflect modified discard profiles	12 December 2025

## Updates

The Sailing Committee reviews this document annually to reflect the implementation of the current Racing Rules of Sailing (RRS) and any local variation of these in the club racing. Please notify the Sailing Committee of any errors or omissions you find in this document.

## Definitions

<b>Club Website</b>	Starcross YC has a website at <a href="http://www.starcrossyc.org.uk">www.starcrossyc.org.uk</a> . Announcements related to racing will be posted at the top of the home page and/or on the website forum. The race schedule is published on the <a href="#">Programme</a> page and race results are posted on the <a href="#">Race Results</a> page.
<b>Committee Boat</b>	A boat used by the Race Officers to start and/or finish races on the water (as an alternative to using the Race Office).
<b>Official Notice Board</b>	The notice-board is located in the club house.
<b>Protest Group</b>	A group of club members who have agreed to be available to form Protest Committees when required. A member of the Sailing Committee will be responsible for organising the Protest Group.
<b>Protest Committee</b>	The specific group of (typically 3) people formed to hear a protest. Usually will include at least one member of the Protest Group. Alternatively an “Arbitrator” will be nominated to advise the persons on the rules relating to a submitted protest as defined in the Sailing Instructions (Protests and Requests for Redress).
<b>Portsmouth Yardstick</b>	The handicap system coordinated by the RYA for calculating corrected finish times in mixed class races.
<b>Portsmouth Number [PN]</b>	The specific handicap number allocated to a class, which is reviewed on an annual basis by the RYA.
<b>Race Officers</b>	Normally the Officer of the Day (OOD) and assistant OODs are responsible for running a club race, but may include jury and finishing officials for some special events.
<b>Race Office</b>	The 1st floor room adjacent to the club flag pole that contains the public address system, the race management computers and the control system for the signal lights (often referred to as “Race Box”).
<b>Results Manager</b>	The nominated club member who is tasked with publishing race and series results and investigating and resolving reported errors in the results.
<b>Sailing Committee</b>	The SYC committee responsible for all sailing and racing matters, chaired by the Rear Commodore. The Sailing Officers are all members of this committee
<b>Sailing Officers</b>	Decisions that need to be taken by a Sailing Officer of the club shall be taken by one of the Rear Commodore - Sailing, Flag Captain, and Sailing Secretary, in that order.

## References:

1. 2025-2028 [Racing Rules of Sailing](#), World Sailing, January 2025
2. 2025 [RYA Prescriptions](#) (to the RRS), Royal Yachting Association, January 2025.

# Starcross YC

## Club Racing - Notice of Race

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*See Pursuit Race variations to this Notice of Race in Annex F.*

### 1 Rules

The organizing authority is Starcross Yacht Club.

The club racing will be governed by the rules as defined in **The Racing Rules of Sailing (RRS) - 2025-2028** [ref 1]

The national prescriptions of the RYA (from 1 January 2025) will also apply [ref 2].

Changes to the racing rules will be indicated in the relevant instructions to which they apply. Changes to the RRS in the Sailing Instructions are only valid if they comply with rule 86.1(a).

### 2 Sailing Instructions

The SYC Sailing Instructions form part of this document.

### 3 Disclaimer of Liability

Competitors participate in Starcross YC racing events entirely at their own risk - see RRS 4, Decision to Race. The organizing authority (Starcross YC) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after a SYC racing event.

The safety of the boat and her entire management including insurance shall be the sole responsibility of the owner/competitor who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race. Neither the establishment of this Notice of Race and Sailing Instructions, nor the inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his/her crew, his/her boat and its management.

### 4 Communications

All communications before the day of a race will normally be through an “announcement” on the members page of the SYC website, or exceptionally via an email sent to all members who have provided an email address.

On the day of a race the communication to competitors will either be by briefing from a Race Officer or through a notice on the official notice board.

### 5 Safety

Rule 40.1 shall apply at all times whilst afloat - each competitor shall wear a personal flotation device except briefly

while changing or adjusting clothing or personal equipment. Wetsuits and drysuits are not personal flotation devices.

All competitors must wear a full-length wetsuit or drysuit whilst afloat between 1st November and 31st March.

## **6 Entry / Eligibility**

### **6.1 Eligibility**

Starcross YC club races are open to club members, members of associated Group Membership Organizations and guests invited by members (subject to the current SYC Membership Rules on guests).

Starcross YC club races will not be subject to competitor classification restriction (i.e. competitors may be amateur, professional or semi-professional sailors).

Entry to junior fleet races is limited to competitors who are aged 17 or under on the day of a race. It is a condition of club membership that members who are parents of children under the age of 18 years that participate in club races have consented to their participation in club racing.

Guests who wish to race must comply with the requirements on entry and retirements defined below. Guest results will be recorded in individual and series races, but will not be eligible for any trophies and/or prizes awarded for individual club events or race series.

Guests under the age of 18 including crews must lodge a signed parent/guardian consent form with the Race Officers. Paper consent forms are available from the race office and can also be downloaded from the club website.

### **6.2 Insurance**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

### **6.3 Entering a Race**

Competitors must make a separate entry for each race in which they intend to compete.

A computer based entry system is used for most races at Starcross YC. Each competitor shall be solely responsible for entering the race using the supplied system and shall confirm that their name, class and visible sail number is correct. If technical problems prevent entry through this mechanism the competitor shall report their entry directly to the Race Officers.

Entries for all competitors in the race must be made before the warning signal for the first start in the race sequence. An earlier time limit for entries may be imposed and will either be announced on the club website or announced on the day of the race by the Race Officers

The Race Officers may opt to use a paper based entry system for particular races. In this case signing on sheets will be provided and competitors informed through the public address system. In this situation each competitor shall legibly print his/her name, class and sail number (and boat number if using a sail with a different number) on the signing on sheet before the warning signal for the first race.

### **6.4 Retiring from a Race**

Boats wishing to retire, or wishing to take an exoneration penalty in accordance with Instruction 14.1, should report to the Race Officers as soon as they come ashore.

## 6.5 Entry Fees

Entry fees will not normally be charged for club racing events. Fees/donations for charitable events may be requested; these will be advertised prior to the event on the club website.

# 7 Measurement

Each competitor is responsible for ensuring that their boat complies with class rules and regulations. The Race Officers or the Sailing Officers may request an inspection of a boat..

It is expected that boats will be raced with the standard number of crew as defined in the relevant class rules. Members who wish to race with a different crew number must get approval from the Sailing Committee and will be required to sign-on in such a way that the boat can be scored correctly with a handicap number that the Sailing Committee assigns to it when sailed in that configuration. A standard reduction of 20 points to the PY will be applied to non-standard variants until the Sailing Committee has had the opportunity to agree a PY for them. Approval may be sought retrospectively (as long as it is requested promptly) and the adjusted handicap will also be applied to the race results retrospectively. Class variants will be scored separately in series results - a two-person dinghy sailed with two people and also singlehanded in the same series will have separate results for each variant.

Boats are permitted to use sails carrying a distinguishing number other than that under which the boat is registered (as required by RRS Appendix G), with the following constraints:

- a. It is not permitted to use a distinguishing number which is already being used by a boat of the same class in the race.
- b. The change of sail number must be clearly reported when entering the race.

Race Officers shall score boats racing without a distinguishing number, or with a different number to the reported number, as DNC with no requirement for a protest hearing. This changes RRS Appendix G, 4

Sail numbers are not required on spinnakers. This changes RRS Appendix G,1,1 and G.1.3 (d).

# 8 Race Schedule / Formats

Races are normally scheduled each Sunday, Wednesday evenings from April until mid-September, some Bank Holidays, and occasionally other days. A combination of poor tidal conditions and/or daylight hours may mean that a race cannot be scheduled on a normal racing day

The races and start times for the first race each day are advertised at least one month in advance in the SYC Programme on the club website. Start times given for subsequent races on the same day shall be considered advisory; such races may start before or after the times given in the schedule.

The club runs five 'long' race series each year

- Frostbite Series [Jan - Mar, Sundays]
- Spring Series [Apr - Jun, Sundays]
- Evening Series [Apr - Sept, Wednesday evenings]
- Summer Series [Jul - Sep, Sundays]
- Autumn Series [Oct - Dec, Sundays]

There are also a number of individual Trophy Races which are scheduled during the year.

Starcross YC uses four different race formats for its club racing as defined in the table below - the fleet names as shown on the course board are shown in parenthesis e.g. [CATS] (see Annex C).

<b>Club Series Races</b> Series races held at weekends	Fleet 1: <b>Asymmetric [ASSY]</b> Asymmetric spinnaker boats (29er and quicker), and selected foilers. Fleet 2: <b>Fast Handicap [FAST]</b> All monohulls faster than a Devoti D-ZERO that are not included in Fleet 1 and the RS200 class. Fleet 3: <b>Slow Handicap [SLOW]</b> All monohulls with a PN equal to a Devoti D-ZERO and slower (including junior boats) Fleet 4: <b>Multihulls [CATS]</b> Catamarans
<b>Evening Series Races</b> Series races held on Wednesday evenings	Fleet 1: <b>Fast Handicap [FAST]</b> All monohulls faster than a Devoti D-ZERO Fleet 2: <b>Slow Handicap [SLOW]</b> All monohulls with a PN equal to a Devoti D-ZERO and slower (including junior boats) Fleet 3: <b>Multihulls [CATS]</b> Catamarans
<b>Trophy Races</b> Used for trophy races and 'short' series races	Fleet 1: <b>Monohull [DINGHY]</b> All monohulls Fleet 2: <b>Multihull [CATS]</b> Catamarans
<b>Pursuit Races</b>	<i>On the occasions when SYC runs a club pursuit race the start order is as follows:</i> Fleet 1: <b>Multihulls [CATS]</b> Catamarans racing on handicap Fleet 3: <b>Monohull (not junior) [PURSUIT]</b> All dinghies Racing with staggered starts based on the PY handicap for each class. A boat's start time is assigned based on its class PN, and boats are scored based on their position at the predetermined finish time. Start times for each class will be posted on the club notice board..

In addition two 'short' series are organised: the Easter Series held on or close to the Easter weekend, and the Kathleen Cup Series for monohulls and the Buxton Bell Trophy for multihulls, usually organised on one or more weekends between May and September.

Results from the short series and the individual trophy races are aggregated at the end of each season to form the Exe Sails Series [ Monohull ] and John Fricker Series [ Multihull ] - these series are scored using the same rules as the long series.

The scoring schemes used for the long and short series are described in Section 10.3 of this document. The fleet structure for the individual races in the series are detailed in Sailing Instruction 5.

Special Events - other types of race format may be defined for special events. In these cases the Race Officers will hold a briefing at least 20 minutes before the first warning signal to explain the race format and explain any changes to the Sailing Instructions posted on the Official Notice Board.

## 9 Racing Area / Courses

The racing area, unless otherwise specified in a notification to sailors or a pre-race briefing, will be the Exe Estuary with the northerly extent bounded approximately by navigation buoy 20 and the southerly extent bounded approximately by navigation buoy 18 - see Annex D.

The racing courses are determined on the day of each race. See Sailing Instruction 7 and Annex C for further details.

## 10 Scoring

### 10.1 Race Scoring [Class and Handicap Racing]

For all fleets, a single boat ranking as a starter will constitute a race.

The Low Point System of RRS - Appendix A will be used to score individual races based on the corrected finishing time for each boat in a fleet.

The calculation of the finishing time for each boat in a handicap or average lap handicap race will be based on the RYA's Portsmouth Handicap System and is calculated as follows:

$$\text{Corrected Time} = \frac{\text{Elapsed Time} * 1000}{\text{PN}} * \frac{\text{no. of laps for leading boat}}{\text{no. of laps for this boat}}$$

The corrected time calculation will be performed to the nearest second . If two or more boats have the same corrected time they will be given the same score.

Details of the handicap system used for all handicap and average lap handicap races is provided in Annex E. The Sailing Committee may elect to adopt alternative yardsticks (e.g. personal handicaps) for selected races.

Scores for boats marked DNS, DNF, DSQ, OCS, UFD, BFD, NSC, RET, DSQ, DNE shall be scored points for the finishing place one more than the number of boats entered in the RACE (i.e RRS - Appendix A5.3 applies).

Competitors who elect to take an exoneration penalty will be given an additional scoring penalty - see Instruction 13.1.

### 10.2 Series Scoring

Series will be scored for each fleet individually. Series positions will be awarded in accordance with RRS A8.

Series points are awarded to a competitor identified by a nominated helm and a class of boat. A competitor may sail with different crews in individual races within a series event. A competitor may also use different boats as long as they are of the same class (with the same allocated PN). Note class variants e.g. a boat sailed singlehanded for some races in a series will be scored separately.

A boat scored as DNC (did not compete) for a race in the series will be scored as one more than the number of boats participating in the series for that fleet. Appendix A5.3 applies.

The number of races in a series will be defined in the club race programme. One race is required to be completed to constitute a series.

The number of results that may be discarded for a particular series is defined below (this changes RRS A2.1)

**For short series (6 or fewer races scheduled):**

The following discard profile will be applied

Races Sailed	1	2	3	4	5	6
Discards	0	0	1	1	1	2

**For long series:**

The following discard profile will be applied. The goal is to count approximately 40% of the races in a series for the aggregate score.

Races Sailed	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Discards	0	0	0	1	1	2	2	3	3	4	4	5	5	6	6

### 10.3 Club Duty Scoring

Competitors who are unable to race because they are required to perform a club duty (e.g. safety boat) will be awarded average points for that race. The average position will be calculated from races completed by that competitor in the series (i.e excluding DNC, DNS, DNF). The responsibility for claiming average points shall lie with the competitor. The claim shall be made to the Race Officers prior to the start of the final race of the day who will score the relevant boats with the code “OOD”.

### 10.4 Reporting Results Errors

Errors identified by a competitor or the Race Officers in the recorded results shall be reported to the Results Manager within 7 days. The report will be investigated and a determination made whether the results should be amended. Further evidence may need to be provided before making the change (e.g. supporting evidence from other competitors and/or the Race Officers). If the Results Manager’s determination is disputed by any competitor in the race, it will be passed to the Sailing Committee for final adjudication.

## 11 Prizes

Prizes for Starcross YC racing events are listed on the club website.

## **12 Official Boats**

If a 'committee' boat is to be used for starting and/or finishing a race it will be identified to competitors at a briefing ashore, before the races involved.

Starcross YC will provide one or more safety boats to support each club racing event.

## **13 Support Boats**

Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the warning signal for the first fleet start until all boats have finished or retired or the Race Officers signals a postponement, general recall or abandonment.

## **14 Advertising**

Advertising on boats, sails and clothing is permitted in accordance with the World Sailing Advertising Code [Regulation 20].

Boats shall display specific event advertising supplied by Starcross YC if requested in an amendment to the Sailing Instructions. If this instruction is broken, World Sailing Regulation 20.9.2 applies.

Starcross YC retains the rights to use any images or video taken before, during or after club race events for promotional purposes.

## **15 Trash Disposal**

Competitors must dispose of trash ashore, according to environmental rules. Facilities are provided by Starcross YC.

## **16 Radio Communications**

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

# Starcross YC

## Club Racing - Sailing Instructions

---

*See Pursuit Race variations to these Sailing Instructions in Annex F.*

### 1 Rules

The organizing authority is Starcross Yacht Club.

The club racing will be governed by the rules as defined in **The Racing Rules of Sailing (RRS) - 2021-2024**. [ref 1]

The national prescriptions of the RYA (from 1 January 2021) will also apply [ref 2].

### 2 Notices to Competitors

Notices to competitors will be posted on the Official Notice Board. They may be repeated as an announcement on the club website, and may exceptionally also be e-mailed to competitors / members.

### 3 Changes to Sailing Instructions

Changes to the Sailing Instructions will be posted on the Official Notice Board at least 1 hour before the scheduled time of the race in which it will take effect, and competitors will be notified through a briefing and/or an announcement on the public address system.

The attention of competitors will be drawn to the change by a sound signal from the Race Office accompanied by the flying of Flag L.

### 4 Signals Made Ashore

#### 4.1 Signals

Signals made ashore will be displayed using light signals or flags on the flag pole adjacent to the Race Office as described in Annex A.

Flag signals as defined in Annex A will only be used under the following circumstances:

- if a Committee boat start is being used
- if the race office light system is not operating,
- If there is no equivalent light signal defined in Annex A,
- if the Sailing Officers agree that flags should be used.

This changes RRS 25.2 and 25.3.

Flags described in the RRS may also be used, but in the case of a conflict, the description in Annex A of these sailing instructions shall prevail.

## 4.2 Postponing a Race

A postponement can be signalled as described in Annex A. The warning signal for the first start in a race will be made not less than 1 minute after the end of a postponement. This changes the RRS - AP definition [Race Signals].

## 4.3 Abandoning a Race

An abandoned race can be signalled as described in Annex A. The race cannot be abandoned by the Race Officers before the scheduled start time as shown in the SYC Race Programme. The Sailing Officers can take the decision to abandon a race before the scheduled start time. No results will be recorded for an abandoned race.

## 4.4 Curtailing a Race

If a race has started and has progressed beyond the first lap for all competitors AND no boats have finished AND conditions change such that the race cannot continue (e.g. extreme high or low winds, or some other emergency), a race may be CURTAILED. A 'curtailed' race is essentially an Abandoned race in which the results can be taken from completed laps. It is signalled in the same way as an Abandoned race.

The results for the curtailed race are recorded at the last timing point for each boat (e.g the last completed lap for an average lap, or the last lap that all boats completed for a normal handicap or class race). This is equivalent to 'shortening course' as a result of changing conditions and allows results to be obtained for a race that would otherwise not be scored

A pursuit race cannot be curtailed.

# 5 Schedule of Races

The schedule for club races is listed in the Race Programme on the SYC club website. For each race the date, and start time is provided for the first race on each day. For days with more than one race scheduled, the start of the second and subsequent races will normally follow shortly after the completion of the previous race.

Changes to the schedule of races will normally be posted on the SYC Programme (club website) at least one month before the race. Later changes to the schedule will be notified to members via email.

Starcross YC uses four different race formats as defined in Section 8 of the Notice to Race. The format for a specific race is indicated on the Race Programme.

# 6 Class Flags

The class flags for each fleet in the club racing formats are shown in Table A-1 of Annex A.

# 7 The Courses

## 7.1 Course Information

Courses for all fleets will be set on the day of the event using a combination of the estuary navigation buoys and temporary inflatable marks - see Annex D for a chart of approximate buoy locations. The course will be displayed on the course board (see Annex C) on the Starcross Race Office at least 15 minutes before the warning signal for the first fleet. The course information provided will detail the start line to be used, the order in which the marks are to be rounded, the side on which each mark is to be left and the number of rounds to be sailed. The courses may be different for each fleet.

Once the course is displayed and confirmed by the Race Officer any changes must be signalled as a change of course (see Annex A). If a course change is required after the first start, all races shall be abandoned and the start sequence restarted after the course change has been made and signalled.

Unless the course instructions indicate otherwise the start and finish lines will be as defined in these Sailing Instructions (see Instructions 8 and 10).

## 7.2 Compass Bearings

Compass bearings for the course will not be displayed.

## 7.3 Shortening Course

Courses may be shortened in accordance with RRS 32 if using signal flags or by displaying the flashing orange beacon to indicate all fleets are shortened, or by displaying the flashing orange beacon with the relevant fleet class lights for the fleets to be shortened - this changes RRS 32.1.

# 8 Marks

The approximate positions of the rounding marks used in SYC courses are shown in Annex D.

The Race Officers may choose to have separate marks in a similar location for the dinghy and multihull fleets. If this is the case, the multihull mark will have a horizontal black band.

At the discretion of the OOD the windward mark for the Slow Handicap Fleet (only), may be identified using a pink band on one of the club's orange cylindrical buoys. When the pink band is used for any given race, the specified mark, indicated on the course board as the windward mark e.g M1 ( Midway ) will also have a pink stripe attached to it, denoting that this mark will have a pink band attached for this race to identifying it specifically as the slow handicap mark.

## 9 The Start

Races may be started either using the Starcross YC lights system or signal flags (see Instruction 4 and Annex A). The default system for races started from the club Race Office will be the lights system and the default for races started from a Committee Boat will be flags.

The identification of fleets and the start sequences for each type of club race are listed in Annex B.

The Race Officers can choose to use one of three start lines:

<b>Club Line</b>	The start line is formed from a transit between the club flag pole and an orange/white transit pole on the shore line adjacent to the club house. The outer limit for the start line is navigation buoy 29 and this will be on or behind the start line transit.
<b>Special Line</b>	The start line is formed from a transit between the club flag pole and an orange/white transit pole on the shore line adjacent to the club house. The outer limit for the start line is a spherical red inflatable buoy marked 'S'. The outer limit mark will be on or behind the start line transit.
<b>Committee Boat Line</b>	The start line is formed by the mast closest to the bow of the committee boat and a buoy (either a red or orange spherical inflatable buoy).

The start sequence and signals for the start of a single fleet are detailed below. This changes RRS 26.

Minutes before starting signal	Visual Signal	Sound signal	Meaning
6	Fleet light (flashing) OR class flag	One	WARNING signal
3	Fleet light (continuous) OR flag P Flags I, Z, U or black flag may also be flown	One	PREPARATORY signal
0	Fleet light (off) OR flags lowered	One	STARTING signal

Fleets will start at 3 minute intervals - i.e the PREPARATORY signal for the first fleet will be made at the same time as the WARNING signal for the second fleet to start, etc. - see Annex A. Further details on the fleet start sequences for each of the race types can be found in Annex B.

Starting penalties are as defined in RRS 30. The I, Z, U and black flag rules shall only apply with the hoisting of the appropriate flag at the preparatory signal for the fleets affected. For races using the club lights system the I, Z, U and black flags, if used, will be raised at the preparatory signal for the first fleet and kept hoisted until the last fleet starts, and will apply to all fleets.

A boat failing to start more than 10 minutes after their start signal will be scored DNS.

Signals for Individual and General Recalls are as described in Annex A - Table A-2.

If there is a General Recall for a fleet, the restart will be at the end of the sequence. The Race Officers may choose to signal the PREPARATORY signal for the fleet to restart at the same time as the start of the final fleet in the normal sequence (i.e. the recalled fleet will start 3 minutes after the last scheduled start. Alternatively they may choose to run the complete 6 minute start sequence for the recalled fleet(s) with the WARNING signal no less than 1 minute after the start of the final fleet.

## 10 Change of the Next Leg of the Course

To change the next leg of the course after the start, the Race Officers may move the original mark (or the finishing line) to a new position using the procedure described in RRS 33.

Minor mark moves (up to approximately 100m) after that start may be made without signalling the change. This changes RRS 33.

## 11 Penalties

The on the water penalties for rule infringements are as defined in the RRS - rule 44.1, with the exception that for MULTIHULL boats only the penalty for breaking one or more rules of RRS Part 2 in an incident while racing to be a single one turn penalty (i.e. one tack and one gybe). This changes RRS 44.1.

## 12 The Finish

The finish line for all club races, other than a pursuit race, will be the line between the club flag pole and navigation buoy 29, unless the Race Officers specify an alternative finish arrangement through a Notice to Competitors or a pre-race briefing.

Boats finishing *may* be signalled with one short sound signal. The use of a sound signal does not imply that a competitor has complied with the racing rules (i.e. the competitor may still be recorded as OCS, NCS or DNF). Similarly the absence of a sound signal does not mean that a boat has not finished.

### 12.1 Average Lap Race Formats

The intent of using average lap race formats is to ensure that as far as possible that all boats race for approximately the same time in as far as possible the same conditions. The following applies to the finishing of boats when a fleet is racing using an average lap race format.

a) Before the leading boat has finished, the Race Officers may choose to finish a slower boat in that fleet before the leading boat has finished if they judge that their sailing another lap will prolong the race such that the boat is likely to finish significantly later than the leading boat (i.e. more than 15-20 minutes). In this situation the Race Officer should try and finish all boats of the same class on the same lap. There is no need

to signal a shortened course in this situation.

b) After the leading boat has finished all the boats in that fleet will finish when they next cross the club line (or finish line).

## 12.2 Curtailed Race

In circumstances when the wind either drops to flat calm or increases to unsafe conditions in the latter stages of a race the Race Officers may decide to CURTAIL the race - see Instruction 4.3. This is signalled in the same way as an abandonment - see Annex A.

Results are obtained as follows:

**Handicap/Class Race** The finishing time or position will be taken from the last lap completed by ALL boats within a fleet.

**Average Lap Race** The finishing time will be taken from the last completed lap for EACH boat within a fleet.

A race cannot be scored as curtailed if all boats still racing have not completed at least one lap OR some boats in a fleet have been finished.

## 13 Time Limits

The time limit for the leading boat in a club race is two hours. Boats failing to finish within 30 minutes from the finishing time of the leading boat will be scored DNF (Did Not Finish) without a hearing - this changes RRS 35.

The overall time limit does not apply to the annual Long Distance race, but the time limit for finishers after the leading boat does apply.

The target time for the leading boat to finish in each fleet in a club race is between 50 and 70 minutes. Target times do not apply for the Long Distance race. Failure to meet the target time will not be grounds for redress - this changes RRS 62.1(a).

If no boats finish within the time limit the race will be abandoned.

## 14 Protest and Redress Hearings

Starcross YC supports the following procedures for resolving rules disputes and requests for redress:

- Acceptance of an exoneration penalty
- Arbitration Hearing as defined by the RYA [RYA Racing Best Practices - Rules Disputes]
- Protest Hearing as defined in Part 5 of the RRS

## **14.1 Exoneration Penalty**

A boat that may have broken a rule of RRS Part 2, or RRS 31.1 or RRS 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Officers that she accepts a scoring penalty of 20% of the number of starters (0.5 rounded up). The minimum penalty is two places. An exoneration penalty shall not result in a score exceeding the score given for DSQ.

This penalty does not reverse an OCS score, a disqualification under rule 30.3 (black flag) or a penalty under RRS Appendix P. It is not available for a breach of RRS 2 (fair sailing), 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.

When an exoneration penalty is accepted, neither the boat nor a protest committee may then revoke, remove or increase the penalty.

## **14.2 Initiation of Protests, Arbitration, and Requests for Redress**

A boat wishing to initiate an Arbitration Hearing or a full Protest must report to the Race Officers within a time limit of 30 minutes of the last boat in her fleet finishing the last race of the day. The Race Officers shall record the time the request was received, and inform the club's protest committee as soon as possible.

A competitor wishing to request redress shall submit the protest within 7 days of the race.

The competitor should complete an online or paper protest form at the time of making the request. If there are extenuating circumstances this time limit may (at the Protest Committee's discretion) be extended to 7 days from the incident.

On receipt of the protest form the Protest Committee will schedule a protest hearing. Meetings will be held in Accordance with RRS Part 5, with the time limits stated above.

## **14.3 Arbitration Hearing**

When a protest or request for redress is lodged, a boat may at the same time request an Arbitration Hearing. An Arbitration Hearing should not be granted if the incident resulted in injury or serious damage, or a boat involved gained a significant advantage by her breach: in these circumstances, a protest must be held.

If the parties and a member of the Protest Committee agree that an Arbitration Hearing is appropriate, an arbitrator will call a hearing conforming to Section B of Part 5 of the RRS, except that RRS 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the 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 at the meeting, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.

When there is no agreement to use an Arbitration Hearing, or when, after the hearing, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, a normal protest hearing will be held, at

which the arbitrator may be a member of the protest committee. RRS 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.

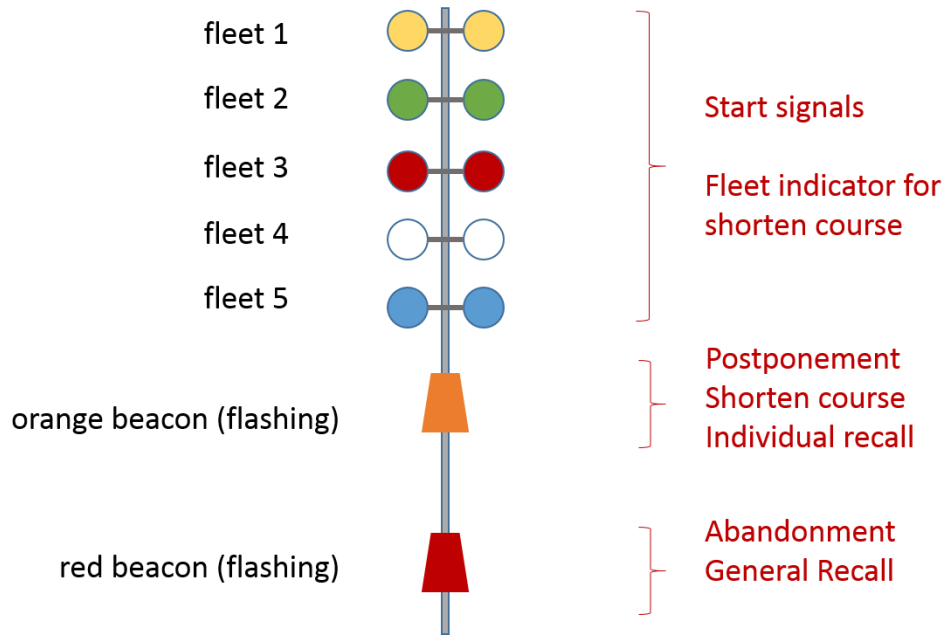
When redress is offered and accepted at an Arbitration Hearing, the Protest Committee or Race Officers may seek to have this reviewed by asking for a full protest hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

#### **14.4 Action by the club's sailing and protest committees**

If the club's Sailing Officers or a member of a Protest Committee is made aware that a competitor has caused serious damage or injury, without having retired or having been disqualified, it shall open a protest against that boat before prizes are awarded. This overrides the above time limits.

# Annex A - Light and Flag Signals

Races started from the club and special start line will usually use the light signaling system unless there has been a technical failure. The lights are arranged on the club flag pole above the Course Board. The organisation of the lights is shown in Figure A-1.



**Figure A-1: SYC Lights System**

The five sets of double lights are the main starting signals for up to five fleets. For example at 6 minutes before the start of the first fleet the top (yellow) light will start flashing (warning signal). At 3 minutes before the start the flashing will stop and the light will be on continuously (preparatory signal). Finally at the fleet 1 start the yellow light will be extinguished. The 6, 3 and 0 minutes will also be marked with a single sound signal.

Fleets will start at 3 minute intervals, therefore when the fleet light is showing continuously, the preparatory signal for the next fleet will be flashing as illustrated in Table A-1.



**Table A-1: Fleet Start Sequence**

Time	Fleet 1	Fleet 2	Fleet 3	Fleet 4	Fleet 5
- 6 mins					
- 3 mins					
+ 0 mins	Start				
+ 3 mins		Start			
+ 6 mins			Start		
+ 9 mins				Start	
+ 12 mins					Start
Alternate Flag Warning Signal					

The lights system can also be used to signal actions defined in the RRS Race Signals - See Table A-2. The lights system cannot be used for signalling a change to the Sailing Instructions or a Change of Course - flags must be used.


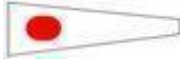



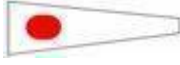



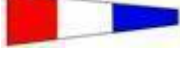



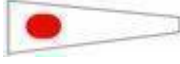



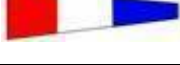

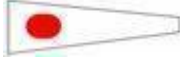
**Table A-2: Light and Flag Signals**

Signal	Lights Signals	Flag Signal ALTERNATIVE	Associated Sound Signal
<b>Change to Sailing Instructions</b>	None	 <i>[Flag lowered at least 1 minute before first warning signal]</i>	TWO sound signals
<b>POSTPONE a Race</b>	Flashing ORANGE beacon <i>[Beacon off at least one minute before the first warning signal]</i>	 <i>[Flag lowered at least 1 minute before the first warning signal]</i>	TWO sound signals with signal - ONE sound when postponement ends
<b>START a Race</b>	See Table A-1		
<b>ABANDON or CURTAIL a Race</b>	Flashing RED flashing beacon. <i>Abandonment applies to all fleets</i>	Flag N 	THREE sound signals
<b>Course Change</b>	None	Flag C <i>lowered after start sequence is completed</i> 	TWO sound signals
<b>Shorten Course</b>	AMBER beacon <i>Shorten course for individual fleets should be accompanied by the fleet colour lights.</i>	Flag S 	TWO sound signals

<b>Individual Recall</b>	<b>AMBER beacon</b> <i>Beacon off when all OCS boats have returned and restarted or after 1 minute</i>	Flag X 	ONE sound signal
<b>General Recall</b>	<b>RED beacon</b> <i>Beacon turned off after 1 minute</i>	Flag 1st Substitute 	TWO sound signals

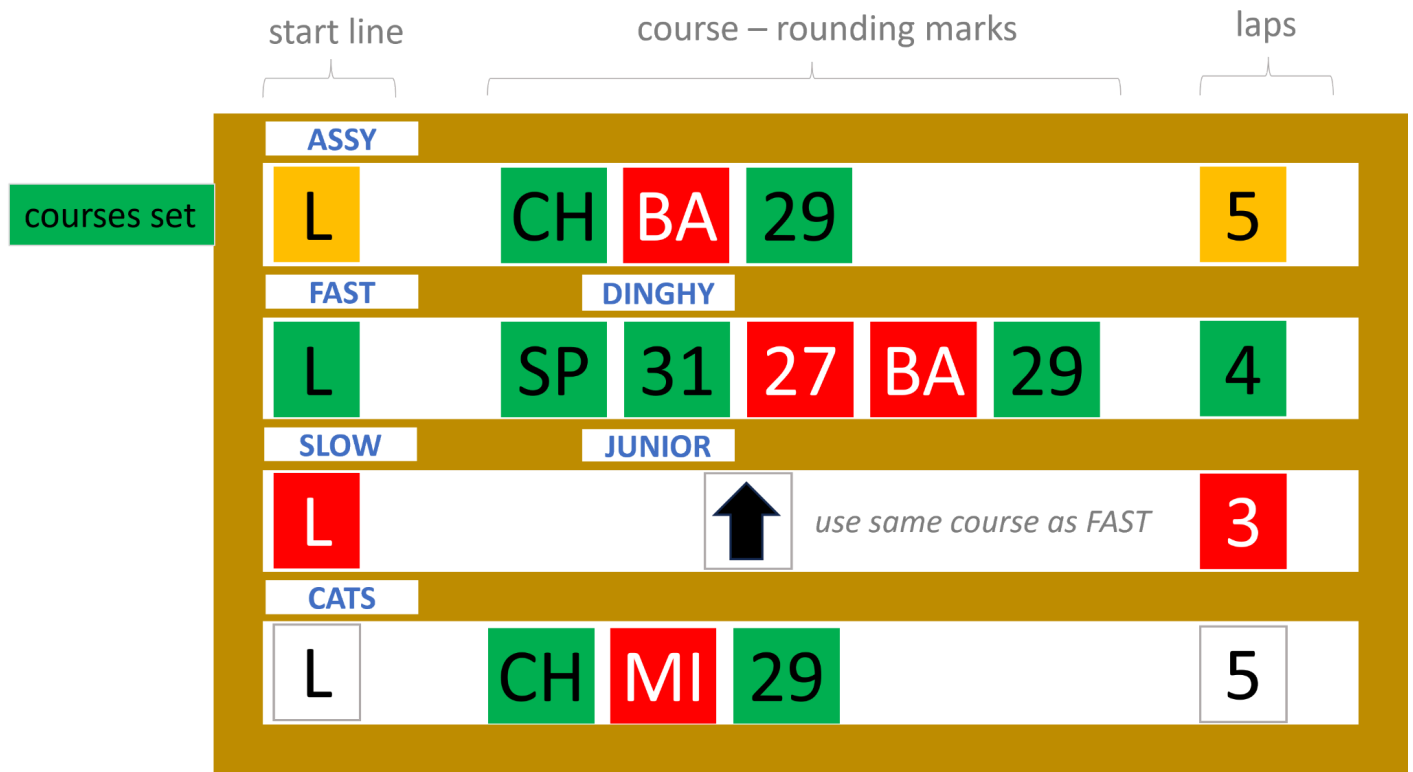
# Annex B - Fleet Start Sequence

Table B-1: Fleet Lights/Flags for SYC Race Types

Class	Light	ALTERNATIVE Flag
<b>Trophy Race (and Short Series)</b>		
Monohull	Yellow 	
Multihull	Green 	
<b>Club Long Series Race</b>		
Asymmetric	Yellow 	
Fast Handicap	Green 	
Slow Handicap	Red 	
Multihull	White 	
<b>Evening Series Race</b>		
Fast Handicap	Yellow 	
Slow Handicap	Green 	
Multihull	Red 	
<b>Pursuit Race</b>		
Monohull	Yellow 	

# Annex C - Course Board

The course board can display up to four separate courses - one on each row.



Each row is allocated to a particular fleet. The top row is used for the Asymmetric fleet [ASSY] in the club and evening series races. The second row is used for the Fast Handicap fleet [FAST] in the club and evening series races and the Dinghy fleet [DINGHY] for trophy and pursuit races. The third row is used for the Slow Handicap fleet for the club and evening series races, is not used for trophy races, and is used for the Junior fleet [JUNIOR] on pursuit race days. Finally the bottom row is used for the Multihull fleet [CATS] for all race formats.

The first board on each row is used to indicate the start line to be used:

- L - club line (flagpole to Buoy 29)
- S - special line (flagpole to a red spherical buoy)
- C - committee boat line

The centre section of each row is used to display the rounding marks, in the order they are to be rounded, and on which side they are to be rounded.

The number of laps to be sailed is displayed on the right hand side of the board. The colour of the start line and laps boards reflect the lights used for the start Warning Signal of the fleet in question. In the example above the Warning Signal for the Fast Handicap fleet will be the green light.

The example course board above, for a club series race, also illustrates the use of an arrow to indicate when two fleets are sailing the same course. In this case the Slow Handicap fleet is sailing the same course as the Fast Handicap fleet.

Finally the green “Course Set” board in the top left corner of the course board indicates that the Race Officer considers the displayed course to be final. If this is not shown the course may still be adjusted by the Race Officer with no signal. Once the “Course Set” is visible the Race Officer has committed to the course shown and any subsequent change to the course will be signaled with the display of flag C.

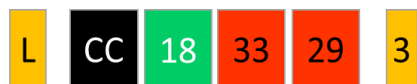
The courses should be shown in start order - with the first start at the top. Fleet name boards should be used to indicate which fleets are using each course - it is acceptable to use two fleet boards on the same row if they are sharing a course as illustrated in the example below.

A map showing the approximate location of the buoys (fixed and inflatable) is presented in Annex D

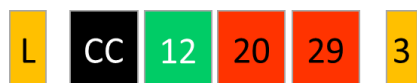
The Race Officers may ALTERNATIVELY provide a course diagram using one of the course map boards in the Race Office. This will be displayed in the vicinity of the main course board. In case of dispute the course recorded on the course board shall take precedence.

### Channel Courses

An exception to the above description is the occasional use of “Channel Courses” - typically this might be used to set a long distance course out to sea, or to enable racing in low tide conditions when it would otherwise be impossible. A channel course involves racing between two buoys leaving all the intervening navigation buoys on their correct “navigation” side. Such “Channel Courses” are defined as shown in the examples below.

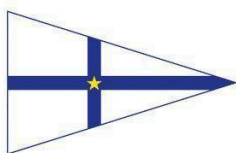
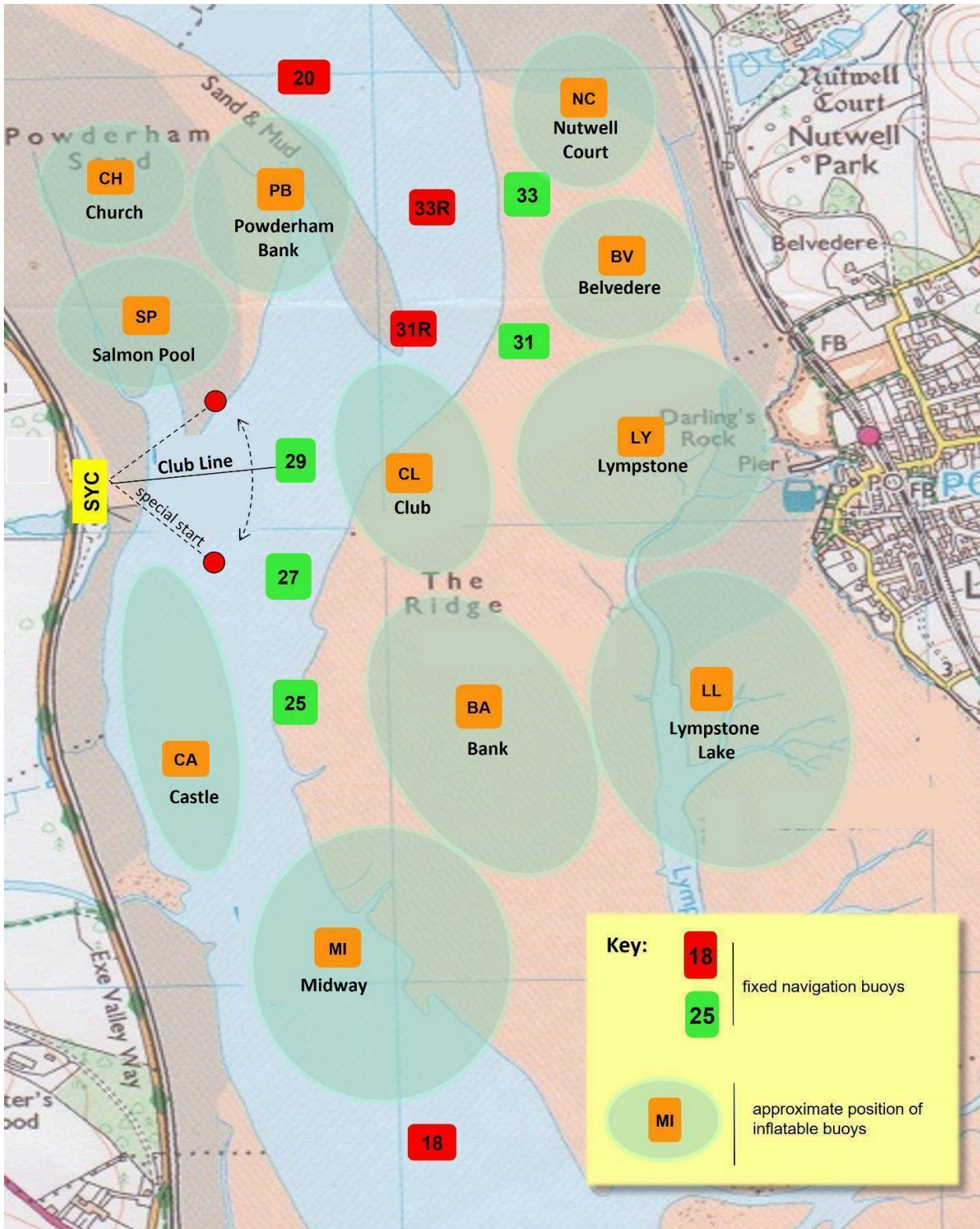


A **low tide** channel course - starting from the club line - race to navigation buoy 18 leaving the intervening navigation buoys on the channel side. Leave 18 to starboard and return down the channel to buoy 33 leaving it to port. Sail to buoy 29 following the channel to complete 1 lap. Finish after 3 laps.



A channel course for a **long distance race**. Starting from a special start (red buoy) - race to buoy 12 leaving the intervening navigation buoys on the channel side. Leave buoy 12 to starboard and return in the channel leaving the intervening navigation buoys on the channel side to buoy 20. Leave 20 to port and return to the club line to finish.

# Annex D - Racing Area and Buoys



## Starcross Yacht Club Racing Buoy Chart

Version: 22 November 2021

## Annex E - Handicaps

For all races that have fleets containing multiple classes the RYA's Portsmouth Handicap scheme shall be used unless the race is designated as a "personal" handicap race in which case specific handicaps for each competitor will be used. The derivation of personal handicaps for these races shall be the responsibility of the Starcross YC Sailing Committee.

The RYA reviews the Portsmouth Handicap Scheme and publishes updated handicap numbers annually. The updated numbers will be implemented for club racing at Starcross YC at the start of the next long series after the handicaps are updated. Normally this will be at the start of the Spring Series.

For new classes without a published handicap the Sailing Committee will estimate a PN based on the boat's characteristics or recommendations from the RYA.

The Starcross YC Sailing Committee reserves the right to apply a modified PN to any class or individual boat with the aim of trying to achieve fair racing for all competitors. A month's notice will be given for any such change.

# Annex F - Sailing Instructions for use in Club Pursuit Races

The standard sailing instructions for club racing are modified for Pursuit Races as detailed below.

## **Entries** [*Notice of Race - 6*]

*Include additional instruction:*

The minimum number of starters for a valid pursuit race shall be 10 boats.

## **Length of Race - Time Limits** [*Sailing Instruction - 13*]

*Replace entire section with:*

The race time for a club Pursuit Race is 90 minutes, unless advertised otherwise in the programme.

Boats failing to finish within 15 minutes from the end of the race will be scored DNF (Did Not Finish) without a hearing - this changes RRS 35.

## **The Start** [*Sailing Instruction - 9*]

*Replace entire section with:*

The start line will be between a spherical red buoy and the club flagpole. Boats completing a lap while the red buoy is in place, must pass between the red buoy and buoy 29 (i.e. must not cross the start line). The red buoy will be removed after the starting process is complete.

For pursuit races a special start sequence is used. Starting times for each class will be displayed on the Official Notice Board prior to the race - these are normally calculated from the length of the race and the current class performance handicaps used by the club. For personal handicap pursuit races the start time for a competitor will be based on personal performance records.

The “scratch” (slowest) boat is assumed to be the Laser Radial class unless otherwise notified on the Official Notice Board.

A single 6-3-0 start sequence will be used for the start of the ‘scratch’ boat. Subsequent starts will be indicated with a start number displayed from the Race Office for one minute before their respective start - e.g if the number 14 is showing the NEXT start will be for boats starting at 14 minutes after the scratch boat.

Sound signals will be given for each start after the scratch boat that has competitors to start..

OCS will be signaled with a single sound signal and the flashing orange beacon - which will remain lit for a maximum of 30 seconds.

General Recalls will not be used in pursuit races

## **The Courses** [*Sailing Instruction - 7*]

*Add Section 7.4 - Use of Buoy 29 in a Pursuit Race*

To complete a lap all boats shall pass between the Buoy 29 and the red spherical mark (which marks the outer limit of the start line) while the spherical mark is in place. Once removed a lap is completed by passing Buoy 29 on the side defined on the Course Board.

#### **Change of Course** [*Sailing Instruction - 10*]

*Replace entire section with:*

The position of each course mark will not be changed after the starting signal for the scratch boat.

#### **The Finish** [*Sailing Instruction - 12*]

*Replace entire section with:*

For pursuit races, a long sound signal will be made from the Race Office at the scheduled end of the race and the AMBER beacon will be turned on. A safety boat will track the leading boat in the last few minutes of the race and when the finish time is signalled will motor back from the leading boat, through the fleet, recording finishing positions. Other safety boats may be positioned close to preceding rounding marks and will motor back along the course recording finishing positions. Boats must finish through one of the moving safety boat 'finishing lines' to be scored.

A pursuit race cannot be shortened or curtailed. It can be abandoned.

#### **Race Scoring** [*Notice of Race - 10.1*]

*Replace entire section with:*

The minimum number of starters for a valid pursuit race shall be 10 boats.

Pursuit races will be scored based on how far each boat has sailed around the course at the scheduled finish time for the race. The boat that has sailed farthest at the end of the race will be placed 1st, the next boat 2nd and so on.