



Club Racing

Starcross Yacht Club

Notice of Race & Sailing Instructions

Version 3.1 - April 2021

These Notice of Race and Sailing Instructions apply to all races organised by Starcross Yacht Club for club members from 6 April 2021, 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.

[Definitions](#)

[Notice of Race](#)

[Sailing Instructions](#)

Document Governance - The Sailing Committee reviews these documents 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

Club Website	Starcross YC has a website at www.starcrossyc.org.uk . Announcements related to racing will be posted on the SYC Members page. The race schedule is published on the Programme page and race results are posted on the Race Results page.
Committee Boat	A boat used by the Race Officers to start and/or finish races on the water (as an alternative to using the Race Office).
Official Notice Board	The notice-board is located in the club house.
Protest Group	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.
Protest Committee	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).
Portsmouth Yardstick	The handicap system coordinated by the RYA for calculating corrected finish times in mixed class races.
Portsmouth Number [PN]	The specific handicap number allocated to a class, which is reviewed on an annual basis by the RYA.
Race Officers	Normally the Officer of the Day (OOD) and assistant OODs responsible for running a club race, but may include jury and finishing officials for some special events.
Race Office	The 1st floor room adjacent to the club flag pole which contains the public address system, the race management computers and the control system for the signal lights (often referred to as "Race Box").
Results Manager	The nominated club member who is tasked with publishing race and series results and investigating and resolving reported errors in the results.
Sailing Committee	The SYC committee responsible for all sailing and racing matters, chaired by the Rear Commodore. The Sailing Officers are all members of this committee
Sailing Officers	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. 2021-2024 [Racing Rules of Sailing](#), World Sailing, June 2020
2. 2021 [RYA Prescriptions](#) (to the RRS), Royal Yachting Association, January 2021.

Starcross YC

Club Racing Notice of Race

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].

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.

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.

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]

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 June and September.

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

Monohull	Multihull
George Eaton	John Bridger
Patrick Kelley Pursuit	Simon Dunsford
July 12th	John Donovan
Crash Boat	Upright
Long Distance Race	Long Distance Race
RNLI Pursuit	Rough and Tumble
Boxing Day	Boxing Day
Winter Woolley	Winter Woolley

Results from the short series and the individual trophy races are also aggregated at the end of each season to form the Exe Sails Series [Monohull] and John Fricker Series [Multihull] - which 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.

Starcross YC uses four different race formats as defined below.

Club Series used for 'long' series races	Fleet 1: Asymmetric Asymmetric spinnaker boats (RS100 8.4 or quicker), and selected foilers Fleet 2: Fast Handicap All monohulls faster than an Devoti D-ZERO that are not included in Fleet 1 and the RS200 class. Fleet 3: Slow Handicap All monohulls with a PN equal to a Devoti D-ZERO and slower (including junior boats) Fleet 4: Multihulls Hurricane (all rigs) and Dart 18
Evening Series used for evening races	Fleet 1: Fast Handicap All monohulls faster than an RS Aero 9 Fleet 2: Slow Handicap All monohulls RS Aero 9 and slower (including junior boats) Fleet 3: Multihulls Hurricane (all rigs) and Dart 18
Trophy Race Used for trophy races and 'short' series races	Fleet 1: Monohull All monohulls Fleet 2: Multihull All multihulls

Pursuit Race	All monohull classes with staggered starts based on the PY handicap for each class. A boat's start time is normally assigned based on its class handicap, and boats are scored based on their position at a predetermined finish time. Start times for individual boats/classes will be made known in a notice to competitors.
---------------------	--

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, with the exception of a pursuit race which must have a minimum of 5 starters.

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).

The calculation of the finishing time for each boat in a handicap race will be based on the RYA's Portsmouth Handicap System using the elapsed time at the finish and the no. of laps completed. This 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.

The Sailing Committee may elect to adopt alternative yardsticks (e.g. personal handicaps) for selected races.

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

10.2 Race Scoring [Pursuit Racing]

Pursuit races will be scored based on how far each boat has sailed around the course at the scheduled finish time for the race.

10.3 Series Scoring

Series will be scored for each fleet individually. Overall 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).

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:

A boat's score will be calculated as the total of her scores for each race (including DNC) but excluding the worst 50% of her race scores rounded down (e.g. if 9 races are completed a boat can discard their worst 4 scores; if 10 races are completed their worst 5 scores).

10.4 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".

10.5 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 - [SYC Trophies Explained](#).

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

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 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 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). A pursuit race cannot be curtailed. *[Note: 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].*

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 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.

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:

Club Line	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.
Special Line	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.

Committee Boat Line

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 RRS26.

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.

There is no time limit for boats to start a race after the race starting signal for that boat.

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.

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 calculated from the length of the race and the current class performance handicaps used by the club. A single 6-3-0 fleet start will be used for the first class to start - the 'scratch' class. Subsequent starts will be indicated with a class 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 classes starting at 14 minutes after the scratch class. A sound signal may be given at each start where class(es) are starting. OCS will be signalled as described in Annex A (Table A-2) except that the flashing beacon will only be lit for 30 seconds. General Recalls will not be used in pursuit races.

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 rule

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 sound signal does not mean that a boat has not finished.

12.1 Average Lap Race Formats

For races using 'average lap timing', the Race Officers may choose to finish the slower classes before the leading boat has finished if they judge that the completion of another lap will prolong the race such that a boat is likely to finish significantly later than the leading boat (+15-20 minutes). Boats of the same class should all be finished on the same lap. In this case (only) a signal to shorten course need not be shown.

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.
Average Lap Race	The finishing time will be taken from the last completed lap for EACH boat.
Pursuit Race	A pursuit race cannot be curtailed and the race should be marked

as abandoned.

The finishing position or time will be taken from the last completed lap for each boat. A race cannot be curtailed if all boats still racing have not completed at least one lap. A pursuit race can not be curtailed.

12.3 Pursuit Races

For pursuit races, a 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 is signalled will motor back through the fleet recording finishing positions. Other safety boats may be positioned close to rounding marks and will take finishing positions as boats pass the marks. Boats must finish through one of the safety boat 'finishing lines' to be scored.

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 Long Distance race or Pursuit races, but the time limit for finishers after the leading boat does apply. For Cruise races, either the overall time limit or time limit for finishers after the leader applies.

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, Pursuit Races or Cruiser Races. 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 rule 31.1 or 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 rule 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 or remove the penalty. 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.

14.2 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.

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

The Race Officers shall record the time the request was received, and inform the club's protest committee as soon as possible.

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, or the protest committee or Race Officers may offer it. An Arbitration Hearing should not be granted if a boat involved in the incident caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, a protest must be held.

If the parties and a member of the Protest Group 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 line will usually use the light signalling 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.

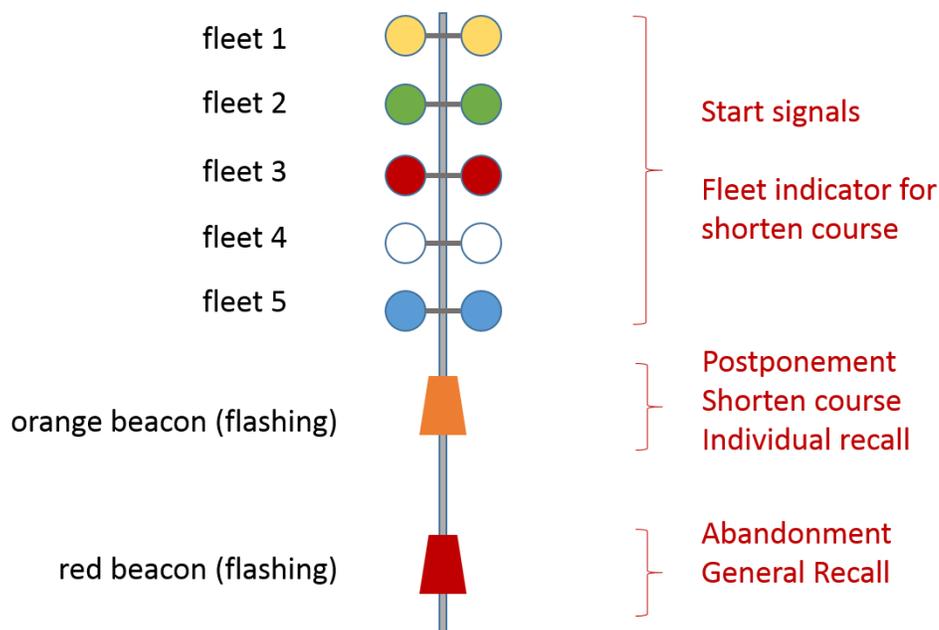


Figure A-1: SYC Lights System

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.

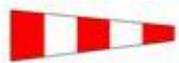
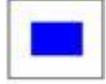
Fleets will start at 3 minute intervals, therefore when the fleet light is showing continuously , the preparatory signal for the next fleet will be flashing as illustrated in Table A-1.

Table A-1: Fleet Start Sequence

Time	Fleet 1	Fleet 2	Fleet 3	Fleet 4	Fleet 5
- 6 mins	Flashing yellow				
- 3 mins	Continuous yellow	Flashing green			
+ 0 mins	Start	Continuous green	Flashing red		
+ 3 mins		Start	Continuous red	Flashing white	
+ 6 mins			Start		Flashing blue
+ 9 mins				Start	Continuous blue
+ 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
Change to Sailing Instructions	None	 [Flag lowered at least 1 minute before first warning signal]	TWO sound signals
POSTPONE a Race	Flashing ORANGE beacon [Beacon off at least one minute before the first warning signal]	 [Flag lowered at least 1 minute before the first warning signal]	TWO sound signals with signal - ONE sound when postponement ends
START a Race	See Table A-1		
ABANDON or CURTAIL a Race	Flashing RED flashing beacon. <i>Abandonment applies to all fleets</i>	Flag N 	THREE sound signals
Course Change	None	Flag C <i>lowered after start sequence is completed</i> 	TWO sound signals
Shorten Course	AMBER beacon <i>Shorten course for individual fleets should be accompanied by the fleet colour lights.</i>	Flag S 	TWO sound signals
Individual Recall	AMBER beacon <i>Beacon off when all OCS boats have returned and restarted or after 1 minute</i>	Flag X 	ONE sound signal
General Recall	RED beacon [Beacon turned off after 1 minute]	Flag 1st Substitute 	TWO sound signals

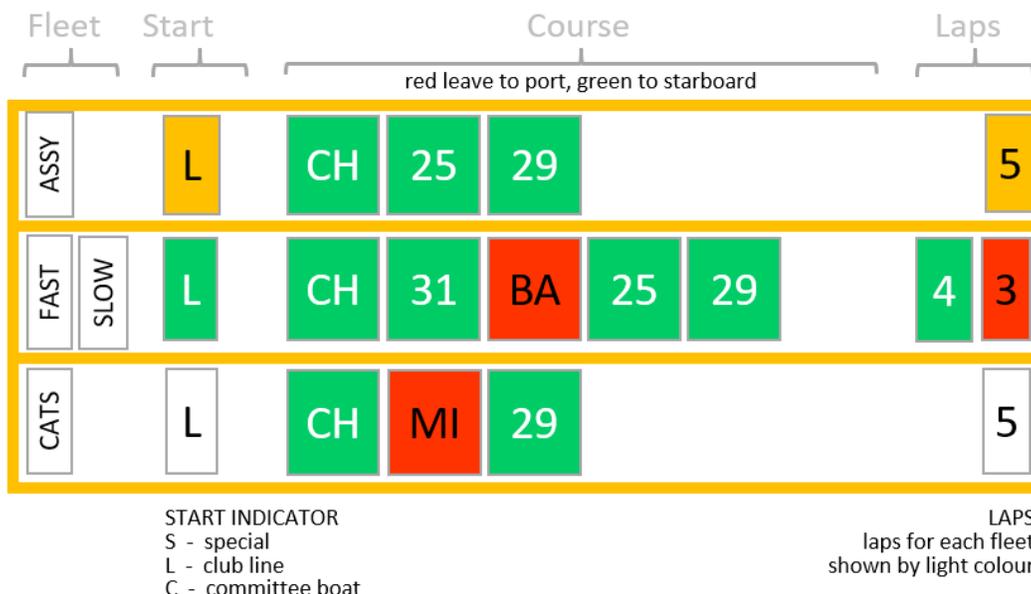
Annex B - Fleet Start Sequence

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

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

Annex C - Course Board

The course board can display up to three separate courses - one on each row, as shown below



Each row is divided into four areas as shown in the diagram above.

- The section furthest to the left indicates which fleet is using this course.
- The next section on each row indicates the type of start being used (L=line, S=special, C=committee boat),
- The main section in the middle details the race course (numbers are navigation buoys and letters are inflatable buoys), Buoys to be left on the starboard side have a green background and those to be left on the port side have a red background. The buoy sequence will be repeated for each lap.
- Finally the section on the far right indicates the number of laps to be sailed (the colour corresponding to the fleet start light colour e.g a red lap board applies to the fleet(s) starting on the red light).

In the example shown in the diagram above the asymmetric fleet (yellow light) are using the top course, using a club line start and sailing four laps; the fast and slow handicap fleets are sailing the middle course - with the fast fleet (green start light) sailing 4 laps and the slow fleet (red start light) sailing 3 laps. The catamaran fleet is using the bottom course and sailing four laps.

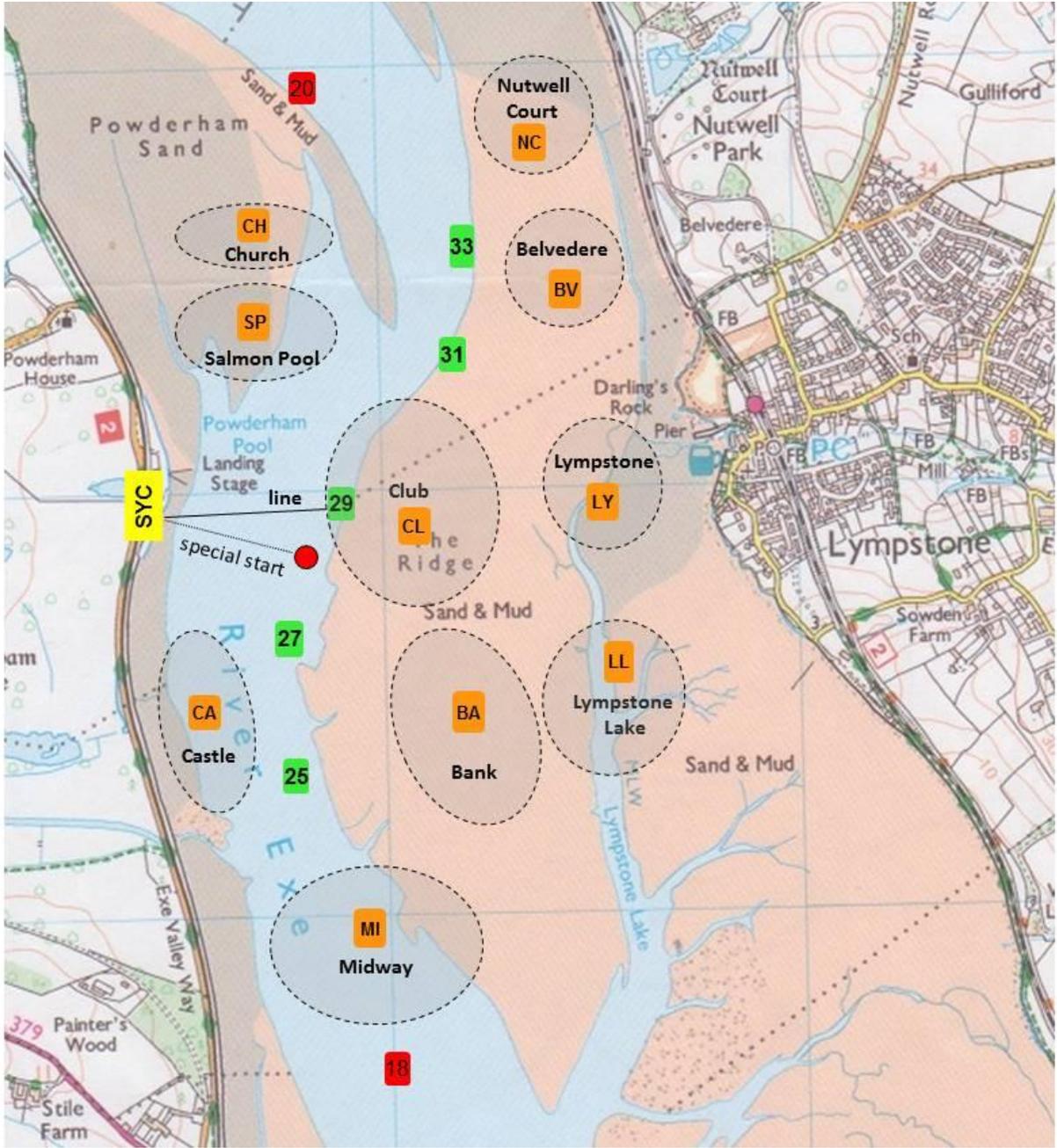
To avoid confusion about when the course is set and final, the Race Officer can signal this using the blue solid flag on the top of the course board as shown here:



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.

Annex D - Racing Area and Buoys



Key:	18	navigation buoys	MI	approximate position of inflatable buoys
	25		CA	

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.

Document Revision 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
V3	Mark Elkington restructured the document to reflect the update of RRS 2021-2024. Approved by the Sailing Committee 23 February 2021.	February 2021