



South Windermere Sailing Club

Sailing Instructions for The Northern K1 Open.

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2021 - 2024* published by World Sailing (RRS), the prescriptions of the RYA, these Sailing Instructions and the appropriate class rules

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located within the clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at least 30 minutes prior to the scheduled race start, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE

No signals will be made ashore, other than race abandonment signals.

5 SCHEDULE OF RACES

5.1 Dates of racing: Saturday 21st May 2022

5.2 Number of races: 3

5.3 The scheduled time of the warning signal for the first race on Saturday is 12:00. If there are sufficient K2s participating, they will be given a separate start as determined by the race officer.

5.4 Races not run, or abandoned will not be rescheduled.

6 CLASS FLAGS

Racing will be started with a flag specified by the race officer, competitors will be briefed accordingly prior to racing.

7 RACING AREAS

The course on Saturday: the start will be laid in the southern part of Windermere around the YMCA Lakeside. The race marks will be SWSC green marks, numbers 0 – 9, A, B, C and the Speed limit mark in the south of the lake.

8 THE COURSES

The course will be displayed as a list of marks, together with the side on which they are to be rounded, either on the Course Board in the Clubhouse or from the Committee Boat. When a course is displayed from the Committee boat then this will be the authoritative course and overrides any course displayed in the Clubhouse. A diagram showing the course to be sailed may be displayed in the Clubhouse for guidance only.

8.1 Number of Rounds. The number of rounds to be sailed will be indicated on the course board on the committee boat.

9 MARKS

9.1 Description of Course Marks. Course Marks 0 to 9, A, B and C are green spherical, conical or can buoys with black or white numbers and their approximate positions are shown on the map on the notice board in the Club House. A green spherical buoy marked with a black letter 'X' may be laid. The yellow buoy with a speed limit sign, designated 'S', may also be used. Any other marks used will be described on the Course Board.

10 AREAS THAT ARE OBSTRUCTIONS

11 THE START

The areas that are designated as obstructions are marked by individual or grouped red marks, laid and managed by the Lake Wardens.

11.1 Races will be started by using RRS 26 as follows:



Signal Flag and Sound Minutes Before Starting Signal

Warning Class flag; 1 sound 5

Preparatory Code flag P; 1 sound 4

One Minute Preparatory flag removed; 1 long sound 1

Starting Class flag removed; 1 sound 0

The warning signal for each succeeding class shall be made with, or after, the starting signal of the preceding class. When a class is recalled, the warning signal of the next class shall be lowered after the general recall has been signalled.

11.2 The starting line is defined as the line between a post carrying the class flag board, mounted either on the Committee Boat or on shore, and a mark as described in SI 9.1.

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

11.4 Individual Recalls. One sound signal made immediately after the starting sound signal, accompanied by display of Code Flag Board X in accordance with RRS 29.1, will indicate that one or more boats were over the line at the start.

11.5 General Recalls. Two consecutive sound signals made immediately after the starting sound signal accompanied by display of Code Flag Board 'First Substitute' will indicate a general recall in accordance with RRS 29.2. A new preparatory signal will be made one minute after the lowering of Code Flag Board 'First Substitute'. The starts of later classes will be postponed automatically.

11.6 Starting Penalties. At the discretion of the OOD RRS 30.1, the I Flag Rule (the "Round-and-End Rule") may be implemented, Code Flag Board I will be displayed.

12 CHANGE OF THE NEXT LEG OF THE COURSE

Not Applicable.

13 THE FINISH

13.1 The finishing line is defined as the line between a signal post mounted either on the Committee Boat or ashore and a mark of the course as described in SI 9.1.

13.2 Shortening Course Shorten course signals will be made by displaying Code Flag Board S accompanied by two sound signals from the Committee Boat or ashore. The signal will be given as, or after, the leading competitor rounds a course mark, and will mean "now sail to the finishing line". The shorten course signal may be accompanied by a class flag board in which case the shortened course will apply to that class only.

14 PENALTY SYSTEM

As per the RRS 44.1 and 44.2.

15 TIME LIMITS AND TARGET TIMES

RRS 35 does not apply

15.1 Time Limits.

Boats failing to finish within 20 minutes of the first boat to finish will be scored DNF.

16 PROTESTS AND REQUESTS FOR REDRESS

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

16.2 For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

16.3 Decisions of the protest committee will be final as provided in RRS 70.5.

17 SCORING SYSTEM

17.1 The low points system will be used.

18 SAFETY REGULATIONS

18.1 Competitors should sign on in the SWSC Clubhouse. There is no need to sign off, unless required by the OOD (usually required for long distance races).

18.2 A boat that retires from a race shall notify the race officer as soon as possible of their intention to retire.



18.3 RRS 40 will be changed as follows:

Competitors shall wear personal flotation devices at all times whilst on the water, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

19-22

Not Applicable.

23 SUPPORT BOATS

23.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24-28

Not Applicable.

29 RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in an event, each competitor agrees and acknowledges that

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

30 INSURANCE

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