



SAILING INSTRUCTIONS 2025

Following the RYA report on the dangers inherent on retraction of the centreboard during inversion, Bexhill Sailing Club ('BSC') recommends that dinghy sailors are encouraged to use centreboard/daggerboard elastic tiebacks or tie downs, or other effective mechanism, in addition to existing centreboard brakes, as a means of preventing centreboard retraction during inversion.

Members not racing but sailing for pleasure are reminded to sign in and out on the Jolly Board provided.

1.0 RULES

1.1 Racing will take place under the current Racing Rules of Sailing, the prescriptions of the RYA, the Notice of Race, these sailing instructions and the appropriate class rules. In the event of conflict with the Notice of Race these sailing instructions shall prevail.

2.0 CONDITIONS OF ENTRY

Risk Statement.

Rule 3 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 the 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 omission;
- (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 organizer 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 and event and to attend any safety briefing held for the event;
- (h) Their boat is adequately insured, with cover of at least £3,000,000 against third party claims.

2.1 Measurement

Boats may be measured before or after any race at the discretion of the Race Committee.

2.2 Identification Sail Numbers

Under exceptional circumstances, and provided that class rules allow, the Race Committee may permit a boat to use sails carrying an identifying number other than that required by rule 77.

2.3 Eligibility

(a) Non-members who are members of other RYA affiliated clubs, former sailing members and RYA non-members, and Associate Members may take part in up to six Club races as helm or crew, if so authorised by a flag officer, but shall not be eligible for any trophies.

(b) **Single Handed:** Unless laid down by the conditions of a particular event, single-handed racing will not be permitted except in boats of a class specifically allocated with a Single Handed PY.

(c) **Cadet Races:** Entry is restricted to current Cadet members.

(d) **Novice:** A helm who is in their first two seasons of sailing.

2.4 Personal Floatation Devices

Personal floatation devices must be worn at all times whilst afloat. Up to the end of April and after the beginning of November the wearing of wet or dry suits is obligatory. Wet suits, dry suits or trapeze harnesses do not constitute personal floatation devices.

Compliance with these requirements is entirely the responsibility of the helm and crew.

2.5 Declarations

The Entry and Declaration sheet must be completed at least half an hour before the scheduled start of the first race. All helms must complete the declaration form for each race within half an hour of the last boat to finish racing, or within half an hour of the last boat finishing the second of two races where one is sailed immediately after the other, or within half an hour of a race being postponed or abandoned. Any boat not complying with this instruction will be recorded as "Did Not Finish" by the Race Committee.

2.6 Charity Races

An entry fee of £2.50 per adult, (free for cadets) is payable for designated Charity races in the Club programme.

2.7 Patrol Boats

All craft accepting assistance from a patrol boat MUST OBEY THE ORDERS OF THE COXSWAIN IN CHARGE. Members are reminded that the principal function of the patrol boats is to save life.

2.8 Boat Permits (stickers)

Failure to display a current valid BSC boat permit on a boat's transom will result in race disqualification.

3.0 NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice boards.

4.0 CHANGES IN SAILING INSTRUCTIONS

4.1 Changes in the sailing instructions will be indicated on the official notice boards.

5.0 SIGNALS MADE ASHORE

5.1 Signals made ashore will be hoisted on the flagstaff of the clubhouse or on the light board adjacent to the starter's box.

6.0 SCHEDULE OF RACES

6.1 There will be five fleets:

- i) Slow - Conventional or Asymmetric boats with a PY Number of more than the PY of the Laser Radial
- ii) Fast – Conventional boats with a PY Number equal to or less than the PY of the Laser Radial
- iii) Asymmetric - boats with a PY Number equal to or less than the PY of the Laser Radial
- iv) Catamaran
- v) Novice.

In code B races, any class of boats where 5 or more boats start in each **sailed** race of the series may then be extracted from the fleets to accommodate class racing.

6.2 Fleet Starts

Code A: Slow Conventional, Fast Conventional, Asymmetric, Catamaran and Novice Fleets.

Code B: Slow Conventional, Fast Conventional, Asymmetric, Catamaran and Novice Fleets. Results may be extracted for any class with five or more starters in all races of the series.

Code C: Combined Handicap.

Code X: Special Sailing Instructions will be notified on the day.

6.3 A Fleet may be comprised of one or more boats except in the case of the Asymmetric Fleet. When only one Asymmetric boat is signed on she will be included in the Fast Conventional Fleet for results and points.

6.4 **Charity Races** An individual prize will be awarded to the winner of each fleet or class if there are five or more starters within that fleet or class.

6.5 Times of Warning Signals

The first warning signal is aimed to be three minutes before the time published in the Sailing Programme. The starting order of fleets will be: 1 Conventional, Novice and Cadet fleets; 2 Asymmetric fleet 3 Catamaran fleet. Race Officers shall have discretion to amend designated fleet starts in any race including Charity Races.

6.6 Races postponed or abandoned may be re-sailed at a later date.

7.0 FLEET SIGNALS (unless amended by the Race Officer under SI 6.5)

Slow and Fast Conventional, Novice, Cadet Fleets:	Blue light
Asymmetric Fleet:	Amber light
Catamaran Fleet:	Green light

8.0 COURSE AREA

8.1 The course area will be as defined on the official notice boards.

9.0 THE COURSE

9.1 The course configuration and the order of rounding of marks will be as shown on the official notice boards. This indicates the number of legs required to complete particular rounds. It does not indicate the angle between legs.

9.2 Number of rounds

Laps will continue until the Finish Signal in SI 14.2.

9.3 The course is deemed to be set thirty minutes before the scheduled start time. Any alteration after this time shall be signalled to the competitors by making one sound signal and hoisting flag "L" which shall be left flying until racing is finished.



10.0 MARKS

10.1 Course marks are inflatable buoys laid for the race unless otherwise defined.

11.0 STARTS

11.1 Starting Line

The starting line is the extension of an imaginary line drawn from the flagstaff of the clubhouse and a "transit pole" on the beach and bounded by an outer limit buoy and possibly an inner limit buoy. These buoys may not necessarily be on the starting line.

11.2 Starting Procedure

Races will be started as follows. This changes Rule 26.

Time	Title	Visual Signals	Sounds
3 minutes before 1st start:	Warning	Blue light on, 3 white lights	1 sound
2 " " "	Preparatory	2 white lights	1 sound
1 " " "	1 Minute	1 white light	1 sound
First start, and 3 minutes before 2nd start:	Start/Warning	Blue light off, and Amber light on, 3 white lights	1 sound
2 " " "	Preparatory	2 white lights	1 sound
1 " " "	1 Minute	1 white light	1 sound
Second start, and 3 minutes before 3rd start:	Start/Warning	Amber light off, and Green light on, 3 white lights	1 sound
2 " " "	Preparatory	2 white lights	1 sound
1 " " "	1 Minute	1 white light	1 sound
Third start: for further starts:	Start, and Warning	Green light off, 0 white lights Repeat blue light etc as above.	1 sound

A boat starting later than ten minutes after her starting signal will be scored Did Not Start. This changes Rule A4.

11.3 Launch Signal

In addition to the starting procedure above, a "Launch Signal" of two sound signals and two red lights showing for 30 seconds may be made at approximately five minutes before the first Warning Signal. This gives notice of the impending start sequence and it is not intended that boats have to wait for this signal before going afloat.

12.0 RECALLS

12.1 Individual Recalls

Individual recalls will be in accordance with rule 29.1 except that the visual signal will be one red light set in place of flag "X".

12.2 General recalls will be in accordance with rule 29.2 except that the visual signal will be two red lights set instead of flag "First Substitute", and that the recalled class will start three minutes after the last scheduled start. Succeeding fleets will start in accordance with the original sequence.

13.0 PROHIBITED AREA

13.1 All boats must keep clear of the starting line until after the preparatory signal for their respective start. Any boat infringing the above rule may be protested by a competitor from the preceding start.

14.0 FINISHING

14.1 Finishing Line

Unless otherwise stated on the official notice boards the finishing line is between the flagstaff on the clubhouse and the outer limit mark.

14.2 The Finish

The finish time will be approximately 60 minutes after the first start (45 minutes in back-to-back races) at the Race Officer's discretion. As the finish time approaches, a "Finish Signal" of two red lights and two sounds will be made when the first boat to be finished is between the last mark of the course and the finishing line.

14.3 The first boat to be finished will not necessarily be the lead boat in any fleet. When the Finish Signal is made, all boats subsequently passing through the finishing line from the direction of the previous mark will finish.

15.0 TIME LIMITS

15.1 Rule 35 shall not apply.

(a) The time limit for each race will be posted on the official notice boards. The race will be valid for all those boats finishing within the time limit.

(b) When the first boat finishes within the prescribed time limit, at the Race Officer's discretion a time limit of up to 30 minutes will be given to boats to finish the final lap after the race finishing signal (klaxon) has been given. Sailors who run over this time will be advised by the RIB crew that the race has finished. The final lap of these sailors will be scored as an average of their preceding lap times.

(c) When no boat finishes within the prescribed time limit, the race will be abandoned. Notification of any re-sail date and time will be posted on the notice board as soon as possible.

16.0 PROTESTS

16.1 Protests shall be written on RYA Protest Forms available from the race box and shall be lodged there within 30 minutes of the last boat finishing, unless extended at the discretion of the Race Committee. Protests will be heard in approximate order of receipt as soon as possible.

16.2 The protest committee shall be formed of three experienced sailing members at the discretion of the Race Officer. If possible one of the three shall be from the Sailing Committee.

17.0 SCORING SYSTEM

17.1 Points

RRS Appendix A5.2 is amended in that a boat that starts, but does not finish (DNF, RET, OCS, DSQ, NSC), shall score points as the number of starters plus one; and that a boat that enters but does not start (DNS) shall score points as the number of entrants in that race; and that a boat that does not enter (DNC) shall score points as the number of entrants in the series. (Abbreviations as in RRS Appendix A10.)

17.2 Handicapping

The RYA Portsmouth Yardstick Number List (latest edition) adjusted by the Sailing Committee as deemed necessary will be used as the basis of handicapping.

17.3 Lap Average

The lap average system will be applied to the results for all boats.

17.4 Points system – Club Series

(a) Boats which do not race because their regular helm or crew are: (1) engaged on any Club duty or (2) representing the Club at an Open/Championship Meeting may claim the average of the points scored in the races that the boat sails in that series, provided that the number of races that the boat sails in that series exceeds the number of races for which average points are claimed. "Regular helm or crew" means the helm or crew who sail the boat in a majority of the races that the boat sails in the series. To score points in this way the helm or crew must sign on the Entry and Declaration sheet, and write "Average Points" in the Declaration column for Club duties, or notify the Vice Commodore for Open Meetings.

(b) Races abandoned and not re-sailed, all starters to score as retirements.

(c) Races to count will be taken as the best against the following dropping scale:

Two or less races sailed, all to count.

Three, four or five races sailed, discard one race.

Six, seven or eight races sailed, discard two races.

Nine or over races sailed, discard three races.

(d) For series races a fleet start will be deemed to have taken place for all scheduled fleets providing one or more fleet starts. This does not apply in a designated Short Series.

17.5 Exoneration Penalty

(a) A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or 30.4. It is not 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.

(b) When an exoneration penalty is accepted,

(i) Neither the boat nor a protest committee may then revoke or remove the penalty.

(ii) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

17.6 Advisory Hearing

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either.

17.7 RYA Arbitration

(a) When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

(b) If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing conforming to Section B of Part 5 of the racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept the penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

(c) When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

(d) When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

18 Club Cup

The Club Cup may be sailed by any sailing member and will be allocated to the first boat that has not had a helm or crew that has won any other trophy through the season.

19 Bexhill Sailing Trophy

Bexhill Sailing Trophy will be presented to the first and second place boats in Slow Conventional, Fast Conventional, Asymmetric and Catamaran Fleets. Each series will count as one race (charity races will not be counted.)

20 Novice Sailing Trophy

Novice Sailing Trophy will be presented to the first and second place boats in the Novice Fleet. Each series will count as one race (charity races will not be counted.)