



West Kirby Sailing Club

Race Officers Guide



Tidal Classes



Updated 04/04/2022

Contacts - 2022

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Summary

- 1 During the week:
 - familiarise yourself with how T'Ark works. Eg How do you attach flags to halyards
 - Watch other ROs/take advice from them or any of the Contacts listed on page 1.
 - Check the weather forecast. If necessary discuss with the Boatmen/Contacts
 - Ask the boatshed what time they want to launch and be ready to go out.
- 2 On the day - allow plenty of time - arrive at WKSC at least 3 ½ hours before High Water
- 3 Starters Room Code: 1953. Collect hooter, results paper and radio
- 4 Have at least 2 helpers on T'Ark - there is a lot to do - the more the merrier !
- 5 Start at the published time (or good reason why not) - ideally you need to be onboard T'Ark half an hour before the published start time.
- 6 Be prepared to sit in the RIB on the beach in readiness for the tide. An opportunity to check wind direction, discuss courses, agree jobs for helpers
- 7 Once on board get the burgee up and attach all the class flags and P flag to halyards + lay out S, X and 1st Substitute. Much easier to use X (OCS flag) and 1st Sub (General Recall) on a stick.
- 8 Make final decision on course and display on side of boat
- 9 The start line is between an orange pole and the mark at the far end of the line (the pin end).
- 10 If the start line is biased or too short then call up a RIB and ask them to move it
- 11 The main objective is to be ready to start the first race at the published time (not before). If boats are not there you should not wait as it will generally be their fault. They will soon get the message and it is not fair on the boats that have made the effort to be there on time.

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2022 Sailing Instructions - WKSC Handbook

Introduction

Thank you for giving your time to do a club race officer duty.

These notes are intended as a guide to assist in running the racing as efficiently as possible, to the maximum enjoyment of yourselves and competitors alike. It is intended to provide a plain-language guide to the procedures used for standard races at the club. As such, it is not intended to be a complete and definitive document. It is unofficial and shall not be referred to in any protest situation. For official wording you should refer to the general sailing instructions for club racing which is available in your club handbook.

As a reminder, a nominated Race Officer has:-

- a. The responsibility (under Rule 2) for doing the duty as set out in the Handbook; or providing a replacement and
- b. The Authority (under Rule 3) of the Sailing Committee in all matters except for deciding Protests and Cancelling Races

We hope you find this guide useful, and any suggestions for items that need to be included in future editions should be sent to us.

Hon. Sailing Secretary

04/04/2022

Before your Duty

- Get at least 2 helpers on the Start Boat and make sure that all your team are aware of the dates and times that they need to be available.
- Contact the rescue duty boat/person to make sure they are organised. Contact the club captain or Boatman who will advise who is doing that day and also the time for launching the RIB to take out the RO and team.
- Preliminary check on weather forecast (see below)
- There is no lock on T'Ark

Before the Start

Make sure you arrive in plenty of time. For tidal sailing about 3 ½ hrs before high water is sufficient. This will give you sufficient time to collect the latest weather forecast, equipment and discuss with the class captains any issues with racing that day.

Postponement

Postpone from the shore:

If you consider the conditions too severe, or the forecast too poor or other circumstances, which could make it unsafe to sail (e.g. inadequate rescue cover), consult with the Boatman, and speak to Sailing Sec, Rear Commodore (Sailing) or Class Captain - **then make your own decision.**

What you need to consider:

- Wind strength and maximum gusts
- Amount of safety boats you have compared to number of boats sailing (it is common on windy days to have at least 1 safety boat to 10 boats)
- The ability of the sailors on the water. (Speak to the class captain who will discuss this with the sailors concerned)
- Weather forecast

If you are ashore and decide to postpone you should get the Answering Pennant and code flag 'A' from the starter's room and raise these on the main mast. These should remain up until the advertised start time then should be returned to the starter's room. (Normally hanging on a hook on the left hand door frame inside the Starters room – please put back there even if wet)



Postpone on the water:

If you are out on the water and the start is going to be delayed (e.g. lack of wind, lack of safety boats, some of fleet still aground on moorings!), then you should raise the answering pennant only and make TWO sound signals.

This should be lowered with ONE sound signal ONE minute before the next starting signal.

Equipment Needed

Tidal Starting

- Flag Roll – confirm if on the DinghyStart Boat.
- Horn - 5 Minute Autohoot or Tidal Horn for use on T'Ark
- VHF Radio
- Stop Watch
- Pens and Pencils
- Rough Pads & Clip Board
- Club Handbook
- Waterproofs
- Lifejacket / Buoyancy Aid

The following is on board T'Ark:

- Flag Roll
- Course Number Boards

Additional equipment you may wish to consider:-

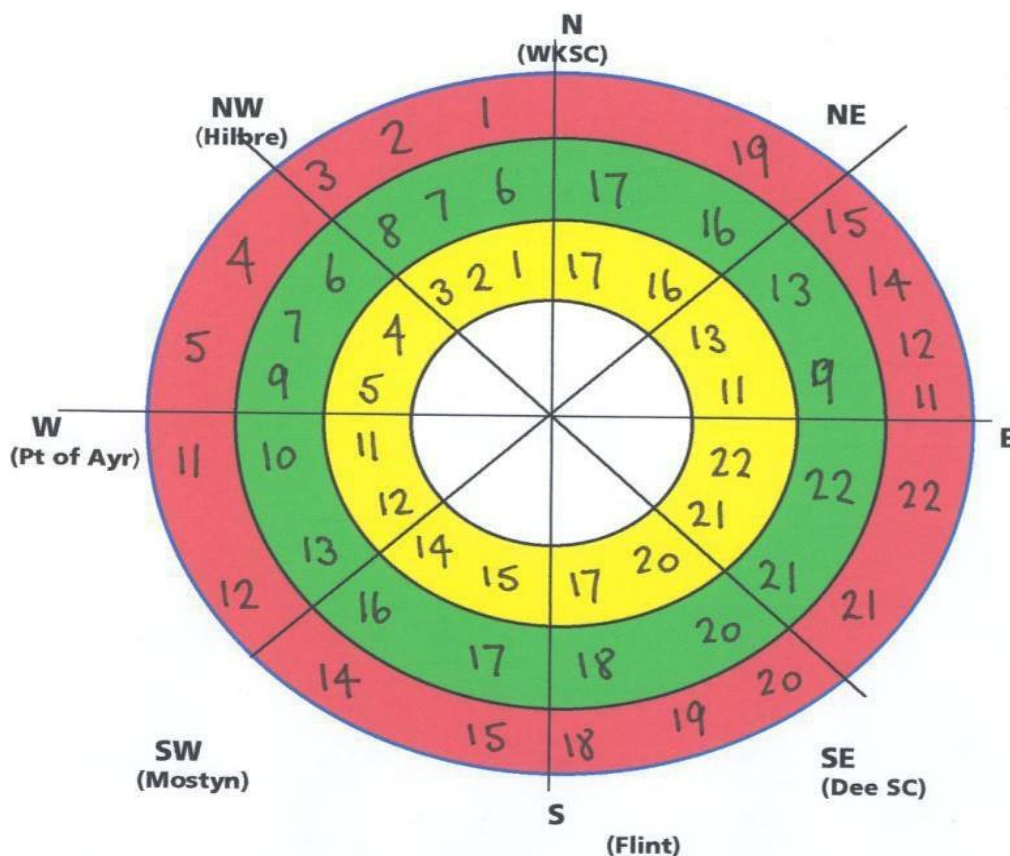
Personal	Larger or special events
Sun cream / screen seasickness tablets paracetamol insect repellent shackle key duct tape memo recorder batteries pencils, pens burgee cotton wind indicator neck towel fingerless gloves woolly hat, baseball cap recording sheets & plain notepad snacks (food & drink)	Clipboards (2) RYA Rule Book SIs for the event Extra VHF radio Mobile phone binoculars gas air horn mouth-blown hornwhistles (2) anemometer hand-bearing compass GPS complete flag set (including orange, black, red, green & blue)

Setting the Course

This chart will help you in selecting the course for that day when on T'Ark.

WEST KIRBY SAILING CLUB TIDAL COURSE CARD ISSUE 3

COURSE SELECTION



Course Selection

Course selection is the responsibility of the Race Officer (who should consult the Boatman when necessary) and the above suggestions are for guidance only.

Wind Strength

Inner Circle (Yellow)
Middle Circle (Green)
Outer Circle (Red)

Light Winds
Gentle to Moderate Winds
Fresh to Strong Winds

0 – 5 knots
5 – 15 knots
15 – 25 knots

Starting Lines

Where possible, courses should be chosen to give a windward start, although a running start is also acceptable (consult the course suggested for the opposite wind direction).

Reaching starts should be avoided if at all possible.

Setting the Start Line

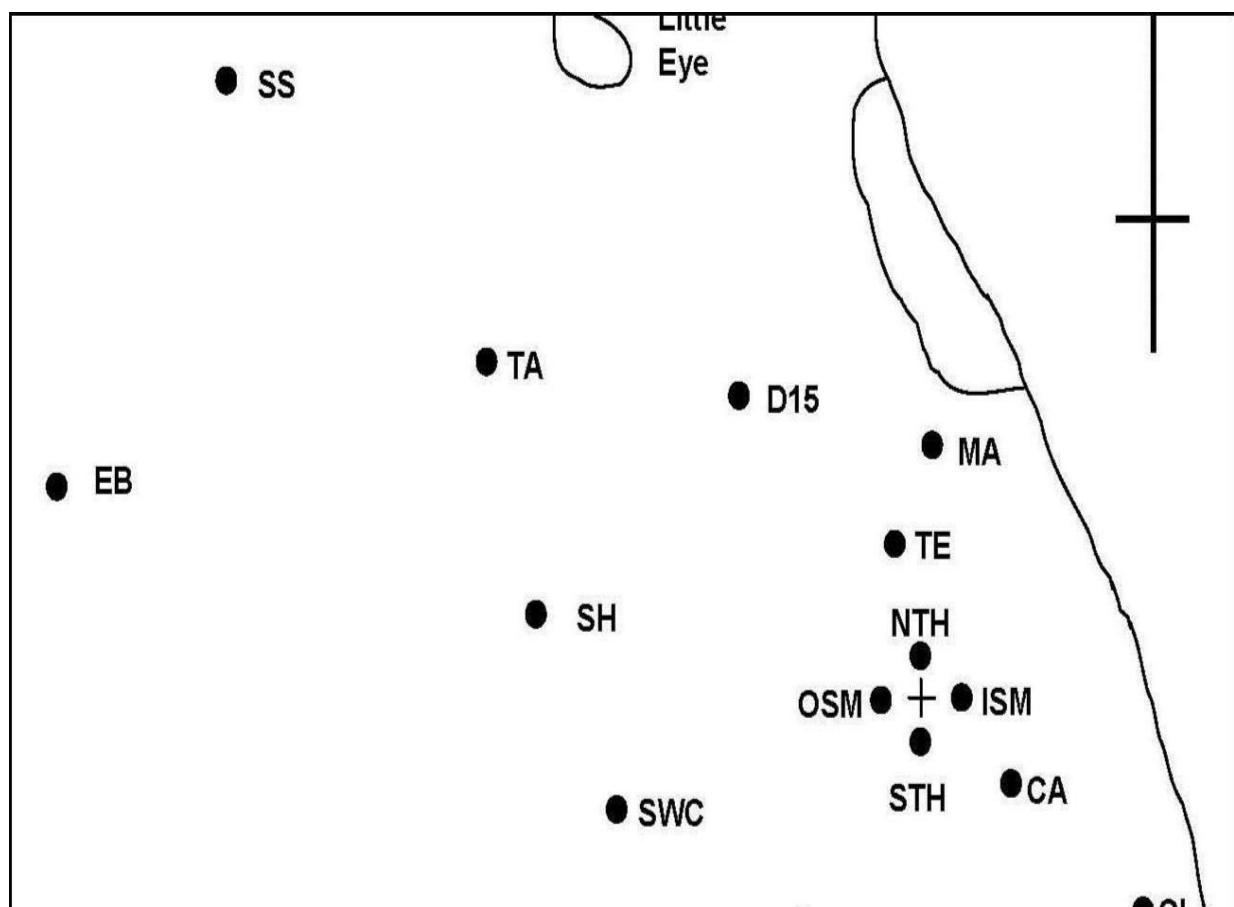
This is one area that often gets commented on by competitors. **Your aim is to make the line as fair as possible to all competitors so that there is not too much bias at one end of the line.**

The aim is to get the line as close to a right angle of the wind as possible allowing for the strength of tide and wind.

If the start line IS biased you need to **QUICKLY** radio a RIB and ask them to move the start mark until the line is as close to a right angle of the wind as possible **without delaying the start time**

The first leg of the course should preferably be to windward.

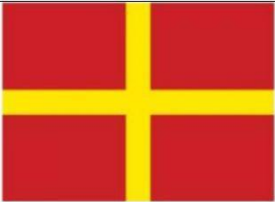
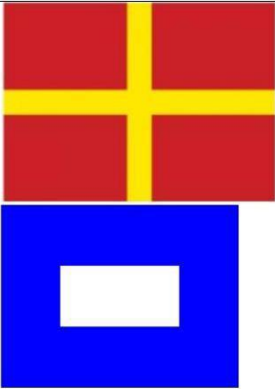

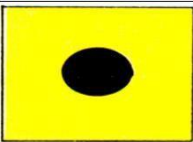





The race course that you select will indicate which of the four distance marks you will be using. They are shown on this chart below. North (NTH - yellow), South (Red - STH), OSM (Orange), ISM (green)



Starting Sequence

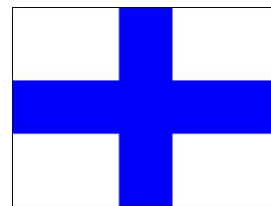
Tidal races will be started with intervals between starting signals being 5 minute.

This is an example of the starting sequence for the Falcon Class (Code flag R) with the Hilbre Class (code flag I) being given their warning signal at the start.

				 
Signal	Warning	Preparatory		Start
Time	5 Minutes	4 Minutes	1 Minute	0 Minutes
Sound Signal				
Description	Code Flag "R" raised accompanied by one sound signal	Code Flag "P" raised accompanied by one sound signal	Code flag "P" lowered accompanied on one sound signal	Code flag "R" lowered and code flag "I" raised accompanied by one sound signal

Boats that are Over the Line – Individual Recalls

If a boat is over the start line you should sound an **additional sound signal** and raise code flag “X”.



It is generally quicker for you and easier for the competitors to see, to hold up X on a stick rather than a halyard. Make sure you wave it vigorously !

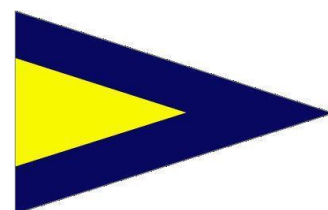
The X flag should only be lowered when **all** the boats have returned or for not longer than 4 minutes.

Boats should be recorded as OCS (On Course Side) on the results sheet and marked off as they return.

Even if they do not come back you should include them in your written results in case there is a dispute when coming ashore and the offending boat requests redress. However you should make it clear on the final copy that they were over the line and did not return. Do not give them a finishing hoot.

Improper Starts – General Recalls

If there are boats over the line and you can't identify them all you may decide to re-start the entire race.



This should be done by raising the 1st Substitute flag accompanied by **TWO** long sound signals.

The recalled class may be re-started immediately or after the last class within a sequence. The warning signal for the next class should be made 1 minute after lowering the 1st substitute accompanied by ONE sound signal. *What if you have already put up the warning flag for the next class ??? ke*

During the Race

For class racing: you should record the positions of the boats after each lap as an aide memoire. You should also record the lap time for the 1st boat and last boat, so you can work out how many laps to send them.

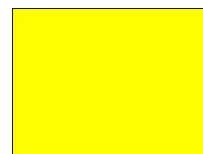
For handicap races: you need to record the length of time of racing. On the starting signal you should start another stop watch and record the total elapsed time for each boat. It is important that you correctly identify the classes of every boat. If you are unsure ask someone.

Length of Race

You can comfortably sail until at least 1 hour after high water. You will normally get between 2.5 and 3 hours of racing on the tide. However you must keep a close eye on the tail enders to make sure that they do not hold up your second race.

Early Termination of Racing

If you consider a race to be concluded but not all the competing boats have finished. You should raise code flag “Q” and make ONE sound signal. Boats not finished should be recorded as retired. (RET)



Shortening Course

Course shortening is done by raising Code Flag S, together with the appropriate Class Flag(s) and making 2 sound signals. This is traditionally done when the leading boat in the race has just rounded the last mark.



Shortening may also be effected at any rounding mark of the course by positioning a Committee Boat (e.g. RIB), flying a Blue Flag and code flag ‘S’. The Committee Boat should be positioned on the side of the buoy that the boats would normally

pass if they were continuing the course and square to the general direction from the previous mark thereby creating a Finishing Line.

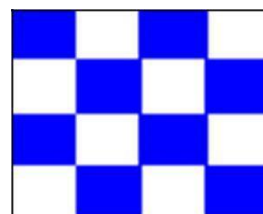
***** PLEASE TRY TO MAKE THE FINISH FAIR AND THE DIRECTION TO PASS THROUGH THE LINE OBVIOUS *****

The shortened course flag (S) and the class flag may be raised (along with making the 2 sound signals) at any time prior to the leading boat crossing this line. However, good practice would suggest that adequate time is given to allow boats to cross this line without major course changes.

Abandoning a Race

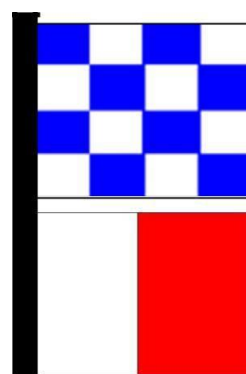
The race officer may abandon a race at any time by making THREE sound signals and flying flag N.

Examples of reasons races are abandoned could be (watch stopped, course problems).



This should be lowered ONE minute before the next starting signal accompanied by ONE sound signal.

If you need to abandon a race and send the fleet ashore then you should raise flag N over flag H accompanied by THREE sound signals. It would be advisable to also broadcast this on channel 37(M) so all the safety boat crews are aware of your intentions.



Finishing the Race

As the boats cross the line give the first 3 in each class a quick sound signal. Record the sail number and the elapsed time of Finishing (handicap races).

When all boats have finished take the shortened course flag down (if being used) and start the next race or start to pack up.

Please ensure that all kit is put away and halyards are firmly secured. Securely close the cabin. **If anything was missing or has been damaged please contact the Official Starter as a matter of urgency.**

Recording the Results and Protests

When the race is concluded please write the results up clearly on standard WKSC Race Results Sheets as normal.

Take a clear photo of the “clean” results sheet on your phone and send the photo to results@wksc.org.uk . If you do not have a Smart Phone please get help from someone who does or advise Martin, Tony or Kay as below.

Feel free to add any comments but please make sure the photo is legible, and clearly shows all the information on the Results Sheet.

Please also put the results sheet in the appropriate slot in WKSC hall as usual. You should also put a copy in the box in the Starters Room. This is just in case one goes missing.

Any queries please contact Martin Hartley 07787 243875 / Tony Marston 07855 831060 or Kay Eggleton 07789 176763.

It is important to make sure that what you write is correct. If a result is recorded wrong it is up to the competitor and the race officer to inform the sailing secretary/results team of the correct result as soon as possible after the results have been posted.

If there are any **Protests** and you are given the Protest Form, sign it with **date and time** - and pass to Sailing Secretary/Assistant Sailing Secretary or any Flag Officer.

Finally

Your final duty of the day is to lower the club burgee and ensign off the main mast. (This remains up if the ensign is at half-mast).

Dutyman

You will be emailed 7 days and 3 days before your race officer duty to remind you. If you haven't let us know your current email address you need to do this as soon as possible.

The dutyman system allows you to swap your duties with other people. All the information is available on the dutyman website.

Remember - it is your responsibility to find a Race Officer if you cannot do your duty

Tidal Course Card

WEST KIRBY SAILING CLUB TIDAL COURSE CARD 2012 (EFFECTIVE APRIL 2012)

1	ISM(S)	MA(P) CL(S) CL(S)	SH(S) SWC(S) OSM(P)	TA(S) D15(S)	ISM(P) ISM(P)
12	NTH(S)	SH(P) D15(S) CA(S) TE(P)	CL(S) ISM(P) SH(P) SWC(P)	GU(S) OSM(P) CL(P) STH(S)	OSM(P)
2	ISM(S)	D15(P) D15(P) SE(P)	SH(P) CA(P) ISM(S)	CA(P) OSM(P)	ISM(S)
13	STH(P)	D1(P) SC(P) SH(S) CL(S)	NTH(P) OSM(P) NTH(P) OSM(P)		
3	ISM(S)	D15(S) MA(P) CL(P) TE(S)	CL(P) SH(P) ISM(S) CA(S)	ISM(S) STH(S) ISM(S)	
14	STH(P)	SWC(P) MA(S) CL(S) SWC(P)	NTH(P) ISM(P) OSM(P) NTH(P)		
4	ISM(S)	TA(P) SWC(S) CA(S)	CA(S) TE(P) GU(S)	OSM(P) D15(P) MA(S)	ISM(P) ISM(P)
15	STH(P)	SWC(P) D15(P) CA(P) TE(P)	CL(P) SH(P) ISM(S) SH(P)	ISM(S) OSM(S) ISM(S) STH(S)	
5	ISM(S)	TA(P) CL(P) D15(P) CL(P) TE(P) CA(P)	OSM(S) ISM(S) OSM(S) ISM(S) OSM(S) ISM(S)		
16	STH(P)	SWC(P) MA(S) D2(P) TE(P)	D3(P) ISM(P) NTH(P) SWC(P)	NTH(P) STH(S)	
6	OSM(P)	SS(P) SH(P) TE(P)	OSM(S) GU(P) SWC(P)	ISM(S) CA(P)	ISM(S)
17	STH(P)	D2(P) D15(S) SWC(P)	NTH(P) MA(S) STH(S)	OSM(S)	
7	ISM(S)	SS(P) SC(P) TE(P) CA(P)	OSM(S) ISM(S) OSM(S) ISM(S)		
18	OSM(S)	GU(S) SE(S) CL(S)	SH(S) SWC(S) OSM(P)	D15(S) TE(S)	OSM(S) ISM(P)
8	ISM(S)	HE4(P) CL(P) TE(P) SC(P)	OSM(S) ISM(S) OSM(S) ISM(S)		
19	OSM(S)	GU(P) MA(P) SH(P) TE(S)	ISM(S) OSM(S) GU(P) ISM(P)	OSM(P)	
9	OSM(P)	EB(P) CL(P) TA(P)	SWC(P) ISM(S) OSM(S)	NTH(P)	
20	OSM(S)	SE(P) MA(P) GU(P) SC(P)	ISM(S) TA(P) STH(S) ISM(S)	TE(S)	OSM(S)
10	NTH(S)	EB(P) SH(P) SWC(S)	TE(S) GU(P) TE(S)	NTH(S) OSM(P) ISM(P)	
21	ISM(P)	CL(P) CL(P) TE(P)	TE(P) ISM(S) CA(P)	SH(P) GU(P) ISM(S)	STH(S)
11	STH(P)	SH(P) TA(P) CL(S) SH(P) CA(P)	SWC(P) ISM(P) OSM(P) STH(S) ISM(S)	NTH(P)	
22	OSM(S)	SC(P) TE(P) CL(P) TE(P) CL(P) TE(P)	ISM(S) OSM(S) ISM(S) OSM(S) ISM(S) OSM(S)		
23	ISM(S)	TELL(P) CA(P) 4 LAPS	OSM(S) ISM(S)		
24		AS DISPLAYED ON THE COMMITTEE BOAT 4 LAPS			

Key to Buoys

X	Flagship	CA	Cawdy	D15	Dry 15	SC	Sally's Cottage	TA	Tansky
OSM	Outer Start Mark	CL	Cliff	EB	East Bar	SE	South End	TE	Tell
ISM	Inner Start Mark	D1	Dee No 1	GU	Gut	SH	Shell		
NTH	North Start Mark	D2	Dee No 2	HE4	Dee HE4	SS	Seldom Seen		
STH	South Start Mark	D3	Dee No 3	MA	Marine	SWC	South West Corner		

WEST KIRBY SAILING CLUB TIDAL COURSE CARD 2012

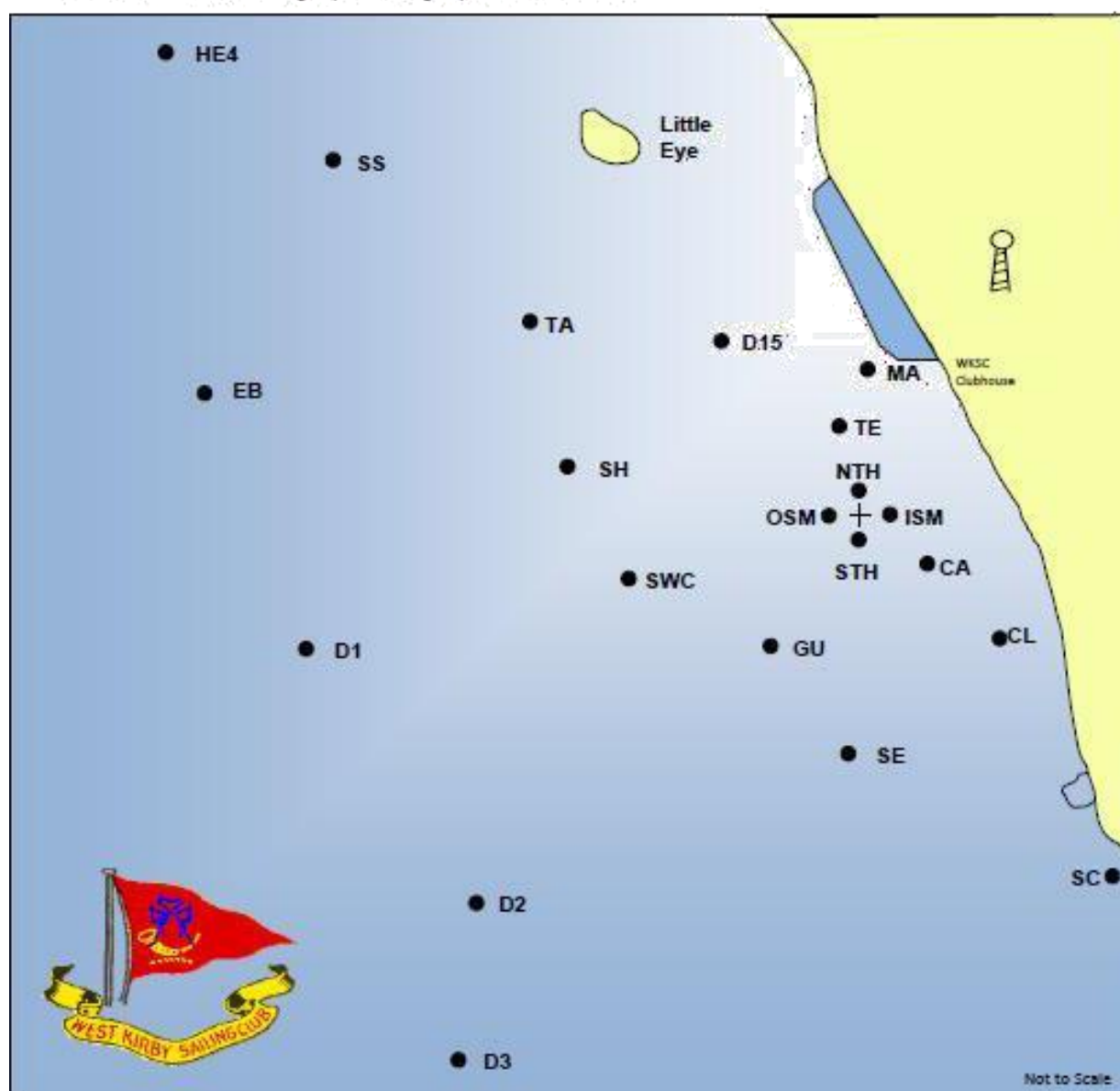
Starting Lines: Start between the Mainmast of the Flagship, flying the Club burgee, and the Starting Mark indicated, in bold, at the beginning of the course to be sailed.

Finishing Lines: Finish between the mainmast of the Flagship, flying the Club burgee, and the last mark of the course or between the mainmast of the Flagship and the last mark of a lap if a shortened course has been signalled.

Courses: Read from left to right. Each lap of the course is shown on a separate line. The last mark of each lap is highlighted in the course in **bold type**, and should be passed in the direction which is indicated on the course card. After a shortened course has been signalled, a class will continue to sail the course until they next pass through the Finishing Line at which point they will finish. In addition, the Race Officer may, at his entire discretion, decide to shorten a race at any other mark of the course. In that case the Finishing Line will be between the staff of a boat flying a blue flag and the nearby rounding mark, leaving the rounding mark on the side indicated in the course. There will be no "hook" finishes.

Starting Marks: North Mark (NTH - yellow), South Mark (STH - red), Outer Start Mark (OSM - orange), Inner Start Mark (ISM - green)

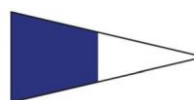
Marks of the Course: Where any of the Starting Marks are marks in the course then boats must pass between them and the Flagship. The Flagship will be WKSC Ark.



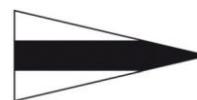
CODE FLAGS



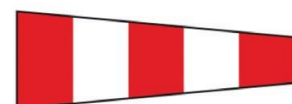
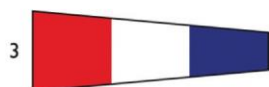
1ST SUBSTITUTE



2ND SUBSTITUTE



3RD SUBSTITUTE



CODE FLAG &
ANSWERING PENNANT



A



B



C



D



E



F



G



H



I



J



K



L



M



N



O



P



Q



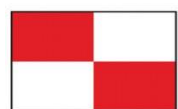
R



S



T



U



V



W



X



Y



Z

2022 SAILING INSTRUCTIONS - WKSC HANDBOOK

SAILING REGULATIONS, SAILING INSTRUCTIONS & RACE GUIDANCE NOTES

There are several documents relating to sailing at the Club:

- a. The Racing Rules of Sailing (RRS) with RYA prescriptions, which apply when racing.
 - b. General Sailing Instructions, which apply for all races not covered by specific Sailing Instructions. These are reproduced below.
 - c. Sailing Regulations, which apply at all times when cruising or racing, and are reproduced below.
 - d. "The International Regulations for Preventing Collisions at Sea (IRPCS)", which apply when cruising and prior to the preparatory signal when intending to race.
 - e. Course cards, tidal and lake. These are available on the WKSC website.
 - f. Club Guides for Race Officers, tidal and lake. These are available on the WKSC website.
 - g. Notices posted at the Clubhouse.
 - h. This handbook acts as Notice of Race for Club Racing during the year, other than when a separate Notice of Race is posted for a particular race or series.
-

SAILING REGULATIONS

1 Boat owner / Helm responsibilities

Sailing is by its nature an unpredictable sport, whether racing or not, and therefore inherently involves an element of risk. By taking a boat onto the water each owner/ helm agrees and acknowledges that:

- 1.1 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;
- 1.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 1.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 1.4 Their boat is in good order, equipped to sail and the crew are fit to participate.
- 1.5 The provision of a race management team, patrol boats and other officials and volunteers by the sailing committee does not relieve them of their own responsibilities;
- 1.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 1.7 The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone.
- 1.8 They shall make sure that the boat is adequately secured and in a condition to withstand any weather which may be encountered and that it will not cause damage to any other property.
- 1.9 It is a requirement of Wirral Metropolitan Borough Council that all boats using the Marine Lake have a valid Lake Licence. Club members obtain their lake licences direct from WMBC.

2 Club member responsibilities

- 2.1 Every club member is responsible for duties as Race Officer or patrol boat crew, including arranging appropriate help to carry out the duties, when their name, or the name of their boat,

appears in the Club handbook. If they are unable to carry out these duties for any reason, they are responsible for making alternative arrangements and notifying the Hon. Sailing Secretary or the Official Starter.

2.2 If a member has a non-member as a crew they must ensure that the non-member has read and understood the disclaimer in Sailing Regulation 1. Where there is a parent/guardian involved they must sign to say they have read and understood the disclaimer.

3 Race Officer authority

The appointed Race Officer will be in sole charge of racing and, on any day, will have the full authority of the Sailing Committee with the exceptions of the right to decide protests or cancel races.

4 Personal flotation devices

4.1 Whilst racing, all sailors in open or half-decked boats shall wear personal flotation devices adequate for the conditions and capable of supporting them at all times. Wet suits and dry suits are not adequate personal buoyancy. They must continue to wear their personal flotation device whilst boarding and aboard any Club launch or RIB.

4.2 Junior members whilst on the water, shall wear personal buoyancy adequate for the conditions and capable of supporting them at all times.

5 Anchors, paddles and painters

Boats whilst cruising shall carry a painter or dedicated rope capable of taking a tow, with a minimum length of 4 metres from the stem of the boat, an anchor capable of holding the boat to the seabed, and paddles capable of powering the boat to the shore, this equipment being suitable for the prevailing and foreseeable conditions. Boats whilst racing shall conform to their Class rules and the Sailing Instructions.

6 Insurance

All boats must carry third party insurance to a minimum of £3,000,000.

7 Members in debt to the Club

In order to enter any Club race, a member must not be in overdue debt to the Club with respect to any sailing related charges. These are boat storage (yard and boat shed), launch and recovery fees, mooring fees and lake licences. In the event that a member is found to have entered a race whilst in overdue debt in any one of these areas, General Committee may disqualify them from that race or series of races without the requirement to hold a protest hearing, amending RRS Rule A5.1. Extenuating circumstances may be presented in writing to GC for consideration.

8 Breach of Sailing Regulations

Any breach of sailing regulations may be a matter for club disciplinary procedures which could include action under RRS Rule 2, 4, 60.3 or 69.

GENERAL SAILING INSTRUCTIONS FOR CLUB RACING

These Instructions cover all classes of boats participating in standard Club races, whether racing on the tide or the lake.

1 Rules

1.1 Races will be governed by The Racing Rules of Sailing (RRS), except as any are changed by these Sailing Instructions.

1.2 Rule 2 of RRS is amended to append the following paragraph:

Club Officers and RYA Qualified Officials listed below, provided they are not involved in the race or the series, may protest under RRS Rule 2 (Fair Sailing) for intimidation, violence or verbal abuse (including bullying and obscene language that intimidates or offends) and, if protesting under no other rule, they must inform the Race Officer within 15 minutes of the race finishing. The protested boat will automatically be disqualified without a hearing and will score DNE. There is no requirement for the protest or decision to be in writing. This changes RRS Rules 61.2 and 62.2. However, the decision can be the subject of a request for redress under RRS Rule 62, and any such request must be submitted in writing before the time limit and will be heard by a full Protest Committee.

List of Club Officers and RYA Qualified Officials:-

1.3 The Race Officer, a Flag Officer, Hon. Sailing Secretary, Assistant Sailing Secretary, Class Captain for the boat involved, or any National/International Judge/Umpire.

2 Entries

2.1 Eligibility requirements for competitors are:

- In a single or two-handed boat, the owner and helm must be members of WKSC. Where the crew required is more than two the owner, helm and at least one crew must be members.

- Mates' races. A mate must be a regular crew of the boat but must not have helmed the boat in more than two races in the season or have helmed the second hands' race.

2.2 Eligibility requirements for boats are that they and their equipment must conform to the rules of their Class Association.

3 Notices to Competitors

Notices to competitors will be posted on the notice boards located in the Clubhouse or on a board outside the front of the Clubhouse.

4 Changes in Sailing Instructions

Any change to the Sailing Instructions will be posted before the warning signal for the race concerned. Any change to the schedule of races will be posted at least 24 hours before it will take effect.

5 Signals Made Ashore

Signals made ashore will be displayed on the Club flagpole or, alternatively, in respect of races on the lake, in the vicinity of the start line.

6 Schedule of Races

Races are scheduled as displayed in the current Club Handbook, subject to any changes made in accordance with SI 4 above.

7 Class Flags

Class flags will be:

Star	E	International Canoe	J
Hilbre	I	2000	M
Falcon	R	ILCA (Laser)	L
Handicap tidal	D	Limbo	No.6
Cruisers	U	Mirror	K
Albacore	J	Optimist	O
Firefly	F	Solo	C
Cadet	Y	Fast handicap dinghy	W
GP14	G	Slow handicap dinghy	V
Illusions	No.1	Youth handicap dinghy	T

8 Racing Area

The racing area will be as shown on the course cards. These are for guidance only and are not drawn to scale.

9 Courses

9.1 The courses for the lake and the tide will be as shown on the respective course cards. A number

or letter will be displayed by the race officer near the starting position to indicate which course of the appropriate card will be set.

9.2 For certain special races, a course will be displayed on a board at the Clubhouse and flag L flown from the flagpole.

10 Average Lap Times (for Club Handicap Racing)

The race officer may, at his sole discretion, choose to run Handicap racing using Average Lap Times by displaying Code Flag B from the Race Committee Station throughout the starting sequence of the race concerned.

11 The Start

11.1 Tidal Classes: Limbo, Hilbre, Star, Falcon, and International Canoe series racing will be started using RRS Rule 26. The Race Officer may start classes in any order so long as the first start is not before the published start time. It is not necessary to start the above classes in the order shown in this handbook.

11.2 For all other racing (where these SIs apply) Rule 26 will be amended as follows:

The timings of which will be as follows, using visual and sound signals as set out in RRS Rule 26:

At 3 minutes before the start, the Warning Signal will be given.

At 2 minutes before the start, the Preparatory Signal will be given. At 1 minute before the start, the One-Minute Signal will be given.

11.3 The starting line will be as indicated by the appropriate course card.

11.4 Boats whose Warning Signal has not been made shall keep clear of the starting area and of all boats whose Preparatory Signal has been made.

11.5 Individual recall: if one or more boats are over the line, a second sound will be made and flag X will be flown until all offending boats have returned behind the line, or for not longer than 4 minutes after the starting signal or until one minute before any later starting signal, whichever is earlier. See RRS Rule 29.1

11.6 RRS Rule 29.2 is amended such that the Race Officer may, after a general recall, re-start the recalled class either before or after the starts for any succeeding classes scheduled in the racing programme. The next warning signal should be made one minute after the 1st Substitute is lowered.

11.7 For racing on the lake, no boat shall start more than 3 minutes after its Starting Signal.

12 Outside help

Outside help is permissible to help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery and help to right a boat by holding that boat head to wind amending RRS Rule 41. This amendment only applies to internal WKSC club races and not open meetings or any other 'special' club races where WKSC is the organising authority that use NoR and SIs which are not WKSC documents.

13 The Finish

13.1 The finishing line will be as shown on the appropriate course card.

13.2 RRS Rule 32 is amended such that, the Race Officer may consider a race concluded when some but not all the competing boats have finished. In this event, flag Q will be flown and one sound will be made. Boats not having finished will be recorded as retiring.

14 Fast and slow handicap dinghies

14.1 Handicap racing will be scored under the Portsmouth Yardstick system, unless a separate notice is posted for a particular race or series.

14.2 A fast handicap dinghy is one with a PY rating of 1200 and below.

15 Electronic equipment

15.1 Boats participating in WKSC tidal class racing may use GPSs and mobile phones if the class has formally agreed to this. GPSs and mobile phones shall not be used for sailing purposes in tidal handicap racing nor in tidal class racing if a class has not agreed to their use. Competitors are cautioned not to infringe RRS Rule 2.

15.2 Boats racing in WKSC events on the tide may carry VHF radio, but shall not transmit unless for safety considerations.

15.3 Boats racing on the lake may not use VHF radios, GPSs or mobile phones for sailing purposes.

16 Protests, exoneration penalty and arbitration

16.1 Protests shall be written on official protest forms, which are available in the Clubhouse and shall be submitted to the Honorary Sailing Secretary or Race Officer within 60 minutes of coming ashore. If the Honorary Sailing Secretary or Race Officer is not available, then the form should be submitted to a responsible person, date and time of receipt noted and lodged behind the bar.

16.2 Protests will be heard in approximately the order of receipt

16.3 Exoneration Penalty. Rule 44.1 is changed to allow a boat to take a 30% scoring penalty, calculated as in rule 44.3(c). A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race and before the start of a protest hearing, notify the race committee that they accept a scoring penalty of 30% of the number of boats ranked as starters (these points will be calculated to two decimal places), subject to a minimum of 2 and a total score of not more than the number of boats ranked as starters in that race. This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under appendix P. It is not available to a boat that caused injury or serious damage, or gained a significant advantage by their breach: in these circumstances, their penalty is to retire.

16.4 RYA Arbitration. When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration. If the parties and an arbitrator agree that RYA Arbitration is suitable, the arbitrator will call a hearing conforming to section B of Part 5 of the Racing Rules of Sailing, except that rule 64.2 will not apply. The arbitrator will decide the time and place of the hearing, and such advice may be given verbally. 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 accepted, the protesting boat shall withdraw the protest by signing to this effect on the protest form, changing rule 63.1. When the arbitrator decides no boat has broken a rule, the protestor shall similarly withdraw the protest. When there is not an agreement to use RYA Arbitration, or the Exoneration Penalty is not accepted or applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. A boat may accept an Exoneration Penalty, or retire, at any time before the start of the protest hearing. When redress is offered and accepted at RYA Arbitration, the 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.

Rules 66 and 70 will not apply to any RYA Arbitration decision. The arbitrator is neither the race committee nor the protest committee. Therefore, the outcome of RYA Arbitration cannot be grounds for redress or be appealed.

17 Penalties

The penalty for breaking a Class Association Rule or RRS Rule 47 may be less than a disqualification.

18 Scoring

18.1 The Low Point scoring system, RRS Rule A5.3 will apply to Club racing with effect from 1st April 2022, changing RRS Rule A5.2 so that a boat that comes to the starting area but does not start, does not sail the course, does not finish, retires (within a reasonable time) or is disqualified shall be scored points one more than the number of boats that came to the starting area in that race. A boat that does not come to the starting area shall score points equal to one more than the number of boats entered in the series.

18.2 A boat's score for a series will be the total of her scores for each race less the worst scores discarded as below:

Races sailed	Number of discards
1-3	0
4-5	1
6-7	2
8-9	3
10-11	4
12-13	5
14-15	6
16-17	7
18-19	8

18.3 When a boat owner has Race Officer or Patrol Boat Duties for a race in which their boat could have competed, but does not compete, it will be considered to have raced and will score points for that race equal to the average of points in all races in the series in which the boat has competed. These points will be calculated to two decimal places.

18.4 A boat awarded 'average series points' by the Protest Committee, unless stated otherwise, will score points equal to the average of points in all races in the series in which the boat has competed.

19 Prizes for series races

In order to qualify for a series prize, a boat must take part in at least half the races sailed in the series. The number of prizes is based on the average turnout for the series.

Qualifying boats	No. of prizes
2 or less	1
>2 to 4	2
>4 to 12	3
>12	4

20 Support person

A support person by providing support or a parent or guardian by permitting their child to enter a race, agrees to accept these rules. See also RRS Definitions.