**Charles Hurst Jaguar Land Rover Junior Icebreaker Series
Organised by Ballyholme Yacht Club
5th October 2019 to 30th November 2019 and
7th March 2020 to 4th April 2020**

**Sailing Instructions**

ORGANISING AUTHORITY

The Charles Hurst Jaguar Land Rover Icebreaker Series will be organised by Ballyholme Yacht Club.

**1 RULES**

1.1 The regatta series will be governed by the rules as defined in *The Racing Rules of Sailing*.
1.2 The prescriptions of the RYA will apply.
1.3 Racing rules 25, 26, 40, 62.2, A4 and Race Signals will be changed. The changes will appear, in full, in the sailing instructions.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the front door of Ballyholme Yacht Club

2.2 Notices to competitors will be posted on the JIB whatsapp group

**2 ELIGIBILITY AND ENTRY**2.1 Entry is open to youth class dinghies

2.2 Competitors shall enter each individual race by recording their names, class, and sail number clearly and legibly on the sheet provided for that purpose in the foyer of the Club **before going afloat**. In amendment of RRS 63.1 a boat contravening SI 14.3 may be scored DSQ without a hearing.

2.3 All helms must hold RYA stage 3 or equivalent

2.4 All sailors and parents will observe the code of conduct outlined here:

ballyholme.com/wp-content/uploads/2019/04/Ballyholme-Yacht-Club-Dolphins-and-Sharks-Codes-of-Conduct.docx

**3 CHANGES TO SAILING INSTRUCTIONS**

3.1Any change to the Sailing Instructions will be posted on whatsap

**4 Launching for racing**

4.1 competitors will launch for racing after signing out and checking with the beachmaster that it is OK to launch

**5 SCHEDULE OF RACES**5.1 The series will be run in two parts.
5.2 Part One will run from Saturday 5th October 2019 to Saturday 30th November 2019

5.3 Part Two will run from Saturday 7th March 2020 to Saturday 4th April 2020
No more than 4 races will be run on each day.
5.4 The scheduled time of the first warning signal each day is 1430.

**6 CLASS FLAG – START SEQUENCE**

6.1 Flag Time Denotes

 Code flag “F” 6 mins Warning signal (six minutes to start)

 Code flag “P” 3 mins Preparatory signal (3 minutes to start)

 “P” and “F” removed 0 mins Starting Signal (get going)

6.2 The coaches in the start boat may call times to competitors. This is in order to encourage entry level racers to be close to the start. Failure to hear or understand these instructions will not be grounds for redress.

**7 THE COURSE**

7.1 The Course will be as described by the coach in the briefing before going afloat. This will be drawn on a whiteboard for reference.

7.2 The aim will be to have a windward start from a support boat towards training marks laid on the day. The final mark will be the green turning mark used for flub racing.

**8 MARKS**

8.1 The windward and other marks before the TM will be training buoys. The intention is for the first mark to have a support boat beside it. The Turning Mark TM is a green inflatable, the finish mark is a black inflatable.

**9 THE START**

 9.1 The start will be between a support boat (RIB or YAK) and a training mark set to give a windward start. The support boat intends to fly an orange flag. Before the races the coach will give several long whistle blasts to encourage dinghies to come to the start area.

**10THE FINISH**

10.1The finishing line will be between a striped board on the front of the battery and the black finishing mark F located to the north of the Turning Mark TM.

10.2 After finishing boats are requested to keep clear of the Finishing Lineand the sight lines from the battery to those boats approaching the finish line.

**11 Exoneration Penalty**

11.1 A boat that may have broken a rule of Part 2of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts an Exoneration Penalty –a 30% scoring penalty (SCP) calculated as three places but she shall not be scored worse than the number of boats that came to the starting area3. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

11.2 When an Exoneration Penalty is accepted:

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

(b) 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.

**12 Advisory Hearing**

12. When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a resultnotify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, but is not required to do so.

**13 RYA Arbitration**

13.1When a protest is lodged, a boat may at the same time request RYA Arbitration, or theprotest committee or race committee may offer it.

13.2 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 an Arbitration Hearing. When it is the arbitrator’s opinion 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 that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

13.3When there is not 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. Rules 66 and 70 (reopening and appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. 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.

**14 PROTESTS AND REQUESTS FOR REDRESS**

14.1 Protests shall be delivered there within the protest time limit which is 60 minutes after the last boat has finished the last race of the day. This changes RRS61.3 and 62.2.

**15 SAFETY REGULATIONS**

15.1 All competitors shall wear a personal flotation device at all times when afloat, except briefly when changing or adjusting clothing or personal equipment. Wet suits and dry suits are not considered personal flotation devices. This changes RRS 40 and part 4 preamble.

15.2 Each boat should have an adequate towing warp of at least three metres in length which does not form any part of the sheets, lines or rigging. The warp should be secured to a strong point at all times when afloat.

15.3 Competitors shall enter each individual race by recording their names, class, and sail number clearly and legibly on the sheet provided for that purpose in the foyer of the Club before going afloat. In amendment of RRS 63.1 a boat contravening SI 14.3 may be scored DSQ without a hearing.

**16 Prizes**

16.1 A prizegiving will be organised at the end of each part of the series. Fleets may be split and given prizes for each separate fleet.

**18 RISK STATEMENT**

Sailing by its nature is 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 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)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 this event and to attend any safety briefing held for the event.

19INSURANCE

19.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000.00 Sterling or the equivalent.