

Junior Icebreaker Series

Organised by Ballyholme Yacht Club

Part 1: 3rd February 2024 to 2nd March 2024

Sailing Instructions

ORGANISING AUTHORITY

The Junior Icebreaker Series will be organised by Ballyholme Yacht Club.

1 RULES and NOTICES TO COMPETITORS

- 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, 40, 62.2, A4 and Race Signals will be changed. The changes will appear, in full, in the sailing instructions.
- 1.4 Notices to competitors will be posted on the front door of Ballyholme Yacht Club
- 1.5 Notices to competitors will be posted on the JIB whatsapp group

2 ELIGIBILITY AND ENTRY

- 2.1 Entry is open to Topper 5.3, Topper 4.2, R2 Feva, ILCA 4 & 6 and all other classes with a cadet sailor.
- 2.2 Competitors will be recorded going afloat and coming ashore by a parent/volunteer on shore. All competitors will comply with any reasonable request from this helper.
- 2.3 All helms must hold RYA stage 3 or equivalent
- 2.4 All sailors and parents will observe the policies and codes outlined here:

<https://ballyholme.com/policies-documents/>

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted on whatsapp and on the front door of the clubhouse.

4 LAUNCHING FOR RACING

- 4.1 Competitors will launch for racing after being registered as launching 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 1st October 2022 to Saturday 26th November 2022
 - 5.3 Part Two will run from Saturday 4th March 2023 to Saturday 22nd April 2023
- No more than 4 races will be run on each day.
- 5.4 The scheduled time of the first warning signal each day is 1425.
 - 5.5 Racing is on Saturdays only.
 - 5.6 If racing is not possible on multiple days a further day may be run on Sat 4th December.

6 CLASS FLAG – START SEQUENCE

6.1	Flag	Time	Denotes
	Code flag “T”	5 mins	Warning signal (five minutes to start)
	Code flag “P”	4 mins	Preparatory signal (4 minutes to start)
	Removal of flag “P”	1min	1 Minute to start
	“T” removed	Go	Starting Signal (get going)

6.2 Code flag "P" may be substituted for "I", "U" or Black Flag.

6.3 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 windward leeward see appendix A

7.2 The number of rounds will be indicated verbally and in writing (whiteboard) from the start boat.

7.3 A briefing may be held on a given day for competitors and a course change may be communicated.

8 MARKS

8.1 The windward and other marks will be training buoys or club marks in the appropriate position. The intention is for the first mark to have a support boat beside it.

8.2 Coach boats MAY advise sailors of the course particularly on the first round. . Failure to hear or understand these instructions will not be grounds for redress.

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.

10 THE FINISH

10.1 The finishing line will be the RIB/Yak (previously acting as start boat) and a training buoy.

10.2 The finish line is not an obstruction on the course. Boats may cross the start/finish line while racing on other legs.

11 EXONERATION PENALTY

11.1 A boat that may have broken a rule of Part 2 of 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 area. 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 result notify 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

13.1 When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest 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.

13.3 When 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 SCORING AND PRIZES

16.1 The discard profile will be:

0,0,1,1,1,2,2,2,3,3,3,4,4,4,5,5,5,6,6,6,7,7,7,8,8,8,9,9,9,10,10,10,11,11

16.2 Prizes will be awarded based on results and numbers in a fleet (topper, topper .42, RS Feva etc.)

16.3 Competitors may be split in to "Gold" and "Silver" for prizes. This will not change starting sequences on the water, all competitors will race with their class. Gold fleet will be RYA squad sailor level as decided by the judges.

16.4 There will be no average points awarded for competitors who are unavailable for example because of other training. The discard profile has been designed to allow for multiple absences.

17 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.

18 INSURANCE

18.1 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.

19 Coaching

19.1 The purpose of the event is to encourage sailors to race and improve. Support boats may offer assistance or coaching to competitors who are struggling in an area. This will not be a source of redress for other boats.

19.2 Sailors in the silver fleet may be asked to fly a ribbon (provided) from the top of the mast to identify them so coaches can choose who to coach.

Appendix A

Course:

Wm ● ● Mark 1

Start/Finish ● —▲

2 ●

Rounds:

- 1 Start – M1(p) – Wm(p) – 2(p) – Finish
- 2 Start – M1(p) – Wm(p) – 2(p) – M1(p) – Wm(p) – 2(p) – Finish
- 3 Start – M1(p) – Wm(p) – 2(p) – M1(p) – Wm(p) – 2(p) – M1(p) – Wm(p) – 2(p) – Finish