

Event Sailing Instructions (ESI) for the Alf Simmonds Trophy, World Qualifier and Spring Series 1, 5th to 7th April 2024

The Organising Authority is **Plymouth Youth Sailing Club** and Mount Batten Centre in conjunction with the UK National Cadet Class Association

Introduction

1. Racing will be governed by The current Racing Rules of Sailing (RRS as issued by World Sailing); the prescriptions of the RYA, the rules of the International Cadet Class; the Notice of Race (NOR), the UK Cadet Class Standard Sailing Instructions (CCSSI) and these Event Sailing Instructions (ESI). Where there is any discrepancy between these ESIs and the CCSSIs, these ESIs will take precedence.

1.1 Racing will take place in accordance with the objectives, principles and practices of the RYA Racing Charter, with particular reference to fair & sportsmanlike conduct both on the water & ashore.

2 Safety

2.1 Safety see CCSSI 19

2.2 Tallies see CCSSI 19

3. Notices to Competitors

3.1 Notices to competitors shall be posted on the Official Online Notice Board which is located at <https://www.racingrulesofsailing.org/documents/7740/event>.

3.2 There will be a competitor's briefing at **10.00 am on Friday 5th April at the Mount Batten Centre.**

4. Changes to the Sailing instructions

4.1 Changes to the event sailing instructions shall be posted as per CCSSI 3 on the Official Online Notice Board.

5. Signals made ashore

5.1 Signals made ashore see CCSSI 4

5.2 Signals made ashore will be displayed on the **Mount Batten Centre flag pole.**

6. Race Schedule See Notice of Race

7. Class Flags

7.1 The Gold and Silver fleets shall use Flag Y as their class flag. This amends CCSSI 6.1

7.2 The Regatta Fleet shall use Flag E as their class flag.

8. Racing Area

8.1 The racing area shall be **Plymouth Sound.**

9. Courses

9.1 See CCSSI 8 and UKNCCA Courses (Appendix 1 of this document).

10. Marks

10.1 The Committee Boat will be confirmed at the competitors briefing.

10.2 Description of marks as follows: Pillar buoy with Orange flag (start), Pillar buoy with Blue flag (finish); the remainder will be Black Buoys. Spreader marks will be Yellow.

11 Regatta Fleet

11.1 Boats in the regatta fleet can receive coaching during racing.

12. The Race Committee

12.1 The Race Committee shall consist of: **Event Director Adrian Kemp, Principal Race Officer Bob Wainwright (Arky), Event Safety Coordinator Toby Davidson, Local RO Daniel Gibbons, PSO Malcolm Wood, Event co-ordinator Alan Krailing, Kings Harbour Master or his nominated representative.**

13. Declarations

13.1 Any competitor who retires during or after a race shall inform the Race Committee (by informing a Support/Rescue boat) confirming whether they intend to remain for the next race or to make their way ashore.

RRS Appendix P, Special Procedures for Rule 42

P1. OBSERVERS AND PROCEDURE

P1.1.

The protest committee may appoint observers, including protest committee members, to act in accordance with rule P1.2. A person with a significant *conflict of interest* shall not be appointed as an observer.

P1.2.

An observer appointed under rule P1.1 who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer *racing*. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2. PENALTIES

P2.1. Penalties

When a boat is penalized under rule P1.2 her penalty shall be a Two-Turns Penalty under rule 44.2. If she fails to take it she shall be disqualified without a hearing.

P3. POSTPONEMENT, GENERAL RECALL OR ABANDONMENT

If a boat has been penalized under rule P1.2 and the race committee signals a *postponement*, general recall or *abandonment*, the penalty is cancelled, but it is still counted to determine the number of times she has been penalized during the regatta.

P4. REDRESS LIMITATION

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1.2 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

18. 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 involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

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; They are

responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;

They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

They ensure their boat is in good order, equipped to sail in the event and they are fit to participate;

18.1 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

18.2 The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions,

as can be practically provided in the circumstances;

18.3 Their boat is adequately insured with cover of at least £2,000,000 against third party claims.

19. Measurement

19.1 Boats can be inspected as per CCSI 21

19.1 Spinnakers need not carry sail numbers as required by RRS 77 and H1

20 Buoyancy Tests

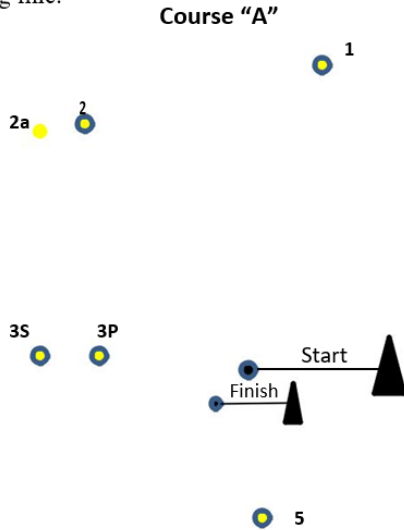
20.1 Each competing boat shall have an in date buoyancy certificate that can be presented on request to the Race Committee .

Appendix 1: UKNCCA Courses

- The courses are as set out below.
- The marks are to be rounded in the order specified in writing, with “p” indicating that the mark is to be left to port and “s” indicating that it is to be left to starboard.
- The diagrams indicate the approximate relationships of the marks, but are not to scale and both the angles of the legs and the relative lengths of the legs may differ from those shown.
- When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. The gate marks will not necessarily be square to the wind or equidistant from the preceding or succeeding mark.
- If only one half of a Gate is present, it should be treated as a port rounding mark.
- The finishing boat may or may not be the same boat as the committee boat used to start the race. This may update CCSI 15.1.

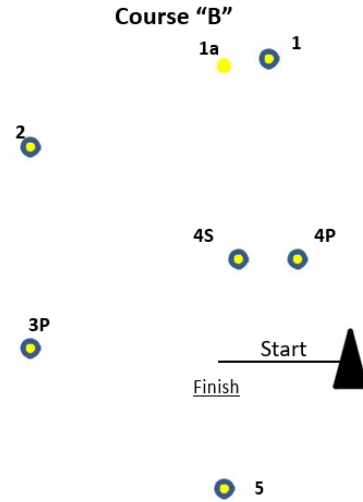
Course "A" (IC Flag "A", Trapezoid – outer loops)

Start, 1(p), 2(p), Gate (3S(s) or 3P(p)), 2(p), 2a(p), 3P(p), 5(p), Finish.
 The finishing line may or may not be in the same position as the starting line.



Course "B" (IC Flag "B", Trapezoid – inner loop)

Start, 1(p), 1a(p), Gate (4S(s) or 4P(p)), 1(p), 2(p), 3P(p), 5(p), Finish.
 The finishing line may or may not be in the same position as the starting line.



Course "C" (IC Flag "C", Triangle, sausage, sausage with spacer for sausages, windward finish intended)

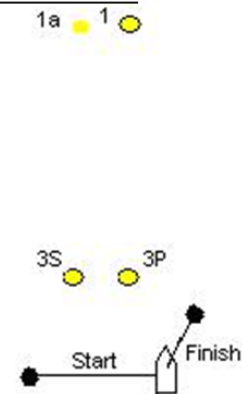
Start, 1(p), 2(p), 3P(p), 1(p), 1a(p), Gate (3S(s) or 3P(p)), 1(p), 1a(p), Gate (3S(s) or 3P(p)), Finish.



Course "D" (IC Flag "D", Triangle, sausage, sausage with spacer for sausages, leeward finish intended)

Start, 1(p), 2(p), 3P(p), 1(p), 1a(p), Gate (3S(s) or 3P(p)), 1(p), 1a(p), 3P(p), Finish.

Bronze Fleet Only Sail 1 less Sausage
 Start, 1(p), 2(p), 3P(p)
 1(p), 1a (p), 3P(p), Finish



UKNCCA – Cadet Class Standard Sailing Instructions 2024

Short Title CCSSI

(Event Sailing Instructions will be issued at the event.)

1 Rules

1.1 Racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 The prescriptions of the RYA will apply.

1.3 The Event Sailing Instructions (ESI) will apply for that event.

1.4 If a conflict occurs between the Notice of Race (NoR), these CCSSI and/or the Event Sailing Instructions (ESI) then the ESI takes precedence over the NoR, which takes precedence over the CCSSI. This changes RRS 63.7.

The Race Organisation Committee (the ROC) shall be appointed by the Organising Authority. The ROC shall be responsible for the functions of the Race Committee that are specified in these CCSSI, the NoR or the ESI or as may be otherwise specified by the Organising Authority. The ROC may act by the agreement of a 2/3 majority of its members.

2 Notices to Competitors

2.1 Notices to competitors will be posted on the Official Notice Board as defined in the ESIs.

3 Changes to Sailing Instructions

3.1 Changes in the sailing instructions will be posted not later than 15 minutes before boats are permitted to launch, except that any change to the start time for the first race of the day will be posted by 20:00hrs on the day before it will take effect. However the Schedule of Races may be changed on the day in question (refer to 5.2 & 5.3). The first change of the sailing instructions or schedule will be signalled by flag L over NP 1, the second by flag L over NP 2 and so on, each displayed with one sound signal.

4 Signals Made Ashore

4.1 Signals made ashore will be displayed at the location defined in the ESIs.

4.2 When flag AP is displayed ashore racing is postponed. When the flag AP is removed with one sound signal, the postponement is over and the fleet will be released for launching at least five minutes after this signal. This changes RRS Race Signals.

4.3 Flag B fully hoisted with one sound means 'Protest time has begun.' When removed it means "protest time has ended".

4.4 When flag J is signalled ashore, a wet suit or dry suit shall be worn by every competitor while afloat.

4.5 If any signal is displayed ashore over one or more class flags, then that signal will apply to that fleet or those fleets only.

5 Schedule of Races

5.1 The schedule of races is specified in the Notice of Race (NoR).

5.2 Additional races may be sailed on any day at the discretion of the ROC. No more than 4 races will be sailed in any one day.

5.3 At the discretion of the ROC, some of the following day's races may be brought forward, for example, to allow for any inclement weather forecasts. In the event of a race being recalled, restarted, re-sailed or abandoned the next race sailed will be that race with subsequent races being sailed thereafter in their scheduled order.

5.4 The scheduled time of the warning signal for the first race each day is specified in the NoR.

6 Class Flags

6.1 The Class flags will be:

Gold Fleet: Flag Y

Silver Fleet: Flag K

Regatta Fleet: Flag E

7 Racing Areas

7.1 The racing area will be displayed on the official notice board.

8 The Courses

8.1 The courses are shown in the "UKNCCA Courses Appendix 2"

8.2 The course to be sailed will be designated by the relevant International Code Flag ("A", "B", "C" or "D") which will be displayed under or near the 'on station' (orange) flag at the time of the warning signal. If no course flag is displayed, the course to be sailed shall be course D.

8.3 For the Regatta Fleet the Courses Appendix is changed for course 'D' so that a triangle and one sausage is sailed before finishing; that is: Start, 1(p), 2(p), 3P (p), 1(p), 1a(p), 3P (p), Finish.

8.4 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

8.5 If a course has a gate and one of the marks is missing and has not been replaced as described in RRS 34 then the remaining mark shall be rounded to port. This changes RRS 34.

8.6 Committee Boat - The Race Committee may substitute another vessel for the nominated committee boat before or during a race.

9 Marks

9.1 The course marks will be described in the ESIs.
The Start and Finish will be as described in the RRS Appendix S, paras 9 and 11.1.

10 Areas That Are Obstructions

10.1 Areas that are obstructions (if any) will be described in the ESIs.

11 The Start

- 11.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2 Where multiple fleets are sharing a start line, the warning signal of the following fleet will usually be displayed at the start of the preceding fleet
- 11.3 The starting line will be between a mast on the committee boat displaying an orange flag at the starboard end and either the centre of a dan buoy with an orange flag or a mast displaying an orange flag on another committee boat at the port end.
- 11.4 When a limit mark is laid near the starboard Committee Boat it is a starting limit mark that shall be left to starboard when starting.
- 11.5 For the purposes of RRS 31 the committee boat, the starting limit mark and the outer starting line mark are all starting marks.
- 11.6 Boats whose preparatory signal has not been made are reminded of their obligations not to interfere with boats that are racing as set out in RRS 24.1.
- 11.7 A boat that does not start within 4 minutes of her starting signal will be scored Did Not Start (DNS) without a hearing. This changes rules A4 and A5.
- 11.8 The approximate compass bearing of the first mark may be displayed on the committee boat.
- 11.9 RRS 30.1 (I Flag Rule) is modified by deleting the words "or its extensions".

12 Change of the Next Leg of the Course

12.1 To change the next leg of the course, the race committee will move the original mark or a mark described in ESI for that purpose (or the finishingline) to a new position. This adds to the meaning of RRS 33.

13 Shortening Course

- 13.1 When the course is shortened RRS 32.2 shall apply (and both RRS 32.2 and CCSI 13.2 may be applied in the same race).
- 13.2 Course 'D' may be shortened when the Committee Boat is in its normal position by its displaying flag 'S' alongside the class flag with 2 sound signals. When this is the case, the leading boat shall round mark 3P to port and proceed to the normal finishing line. All other competitors shall complete the number of rounds equal to the leading boat before proceeding to the finishing line. This modifies RRS 32.2.

14 Abandoning Races, Maximum Time for First Leg

- 14.2 RRS 32.1 is modified by the addition of the following: "(f) for any other reason thought appropriate by the race committee."
- 14.2 If the first leg of the course is not completed by the first boat within 30 minutes of the start the race shall be abandoned. This adds to RRS 32.1

15 The Finish

- 15.1 The normal finishing line will be the line between a mast displaying an orange flag on the committee boat (with a blue flag being displayed from a nearby halyard) and the centre of a buoy displaying a blue flag.
- 15.2 When Flag F is displayed from the committee boat the Race Committee is planning another race without a break in racing.
- 15.3 The warning signal for the next race, if held, will be not less than 1 minute after Flag F is removed with one sound signal. This adds to Race Signals.
- 15.5 RRS 35 is changed so that after the first boat has finished other boats may be told to stop racing and be scored with their observed position on the course.

16 Time Limits

- 16.1 Subject to 16.2 below: the time limit shall be 80 minutes for the first boat to finish; boats that do not finish within 30 minutes of the finishing time of the first boat shall be scored DNF. This changes RRS 35.
- 16.2 Where, in the opinion of the Race Officer 40% or fewer of the boats that started the race have not finished or are not likely to finish within a reasonable time of the first boat, the Race Officer may award observed place positions to those boats that are still racing. The Race Officer's decision is final and no application for redress can be made. This modifies RRS 35, 60 and 62.

17 Protests and Requests for Redress

17.1 Boats intending to protest or ask for redress shall if it is reasonably practicable for them to do so, register their intention immediately upon finishing with the protest boat, which shall be a race committee boat displaying flag R near the finishing line.

17.2 A boat that does not finish shall, if it is reasonably practicable for it to do so, inform either the boat displaying flag R or a safety boat. This adds to the requirements of RRS 61.1.

17.3 The time-limit within which protest forms must be delivered to the Race Office is 75 minutes after the last boat finished the last race of the day on the course on which the protest incident occurred or 75 minutes after racing was abandoned for the day on the course on which the protest occurred. This time limit may be extended at the discretion of the ROC under exceptional circumstances, eg light winds. This adds to RRS 61.3.

17.4 Arbitration – The preferred method of dispute resolution, where applicable, is the RYA arbitration procedure, detailed: <https://www.rya.org.uk/SiteCollectionDocuments/Racing/RacingInformation/RacingRules/RYA%20Racing%20Rules%20Guidance%20Book%20-%202014.19.pdf>.

17.5 A competitor may proceed directly to full protest if they wish.

17.6 RRS44.1 is changed to permit a boat to take a 30% scoring penalty as calculated in RRS44.3(c) during the arbitration hearing. However, the penalty shall not exceed 15 points.

17.7 RRS 63.1 is changed by adding "the arbitrator does not need the approval of the protest committee to agree to the withdrawal of the protest".

17.8 At the arbitration meeting, the arbitrator will meet with one representative from each boat. No witnesses, no crews, no coaches, and no parents will be allowed to attend, unless at the absolute discretion of the arbitor.

17.9 After the arbitration meeting the arbitrator will offer his opinion that:

a) The protest is invalid or no boat broke a rule. If the protestor agrees the protest may be withdrawn.

b) One or both boats broke a rule. The boat(s) breaking the rule may accept a penalty mentioned in 17.3.2 and the protest may be withdrawn.

c) The arbitrator decides that a protest is required whereby the Protest Committee will hear the protest.

17.9 The arbitrator may be a member of the Protest Committee or if not may be permitted to observe the testimony given to the protest committee and offer testimony. This changes RRS 63.3(a).

17.9.1 The time and place of the hearing of a protest will be posted on the official notice board at any time after the protest has been delivered.

17.9.2 When a protest is lodged within protest time every reasonable attempt will be made to post the time and place for its hearing within 20 minutes of the end of the protest time limit. Posting before the expiration of that 20 minute period will be considered to be notification to all parties to the hearing. It shall be the responsibility of competitors to check the notice board for such notices, obtain their copy of the protest form and make sure that they and their witnesses attend the hearing.

17.9.3 The times and places of hearings already posted on the official notice board may subsequently be changed by further postings on the official notice board.

17.9.4 The Juror may protest a boat.

17.9.5 Clauses 17.3 to 17.8 each change RRS 63.2.

18 Scoring System

18.1 The series will be scored using the low point scoring system defined in section A4 of Appendix A to the RRS, as modified by the following provisions and, where appropriate, by CCSSI paragraphs 18.5 and 18.6.

18.2 Two races are required to be completed to constitute a series.

18.3 The number of race results that boats will be able to discard depends upon the number of races completed during the event as set out in the table below.

Races Discards

1 – 4 No discards **15– 19** 3 discards

5 – 9 1 discard **20– 24** 4 discards

10 - 14 2 discards

18.4 Where the entries are divided into gold and silver fleets the series results will be combined for the Gold and Silver fleets. If there is a separate Regatta Fleet, there will be a separate set of results for that fleet.

18.5 Entries may be divided into Gold, Silver and Regatta fleets. If the ROC sees fit, it may hold the Regatta fleet ashore while running races for the Gold and Silver fleets.

18.5.1 If the ROC sees fit, it may hold the Regatta and Silver fleets ashore while running races for the Gold fleet. A boat in the Silver Fleet which is held ashore under this CCSSI will be awarded points for the race or races for which she is held ashore as follows:

18.5.2 If the Silver Fleet has been permitted to compete (i.e. not held ashore under this CCSSI) in 2 or more races in the event, average points will be calculated for the races in which the silver fleet were permitted to compete, calculated to the nearest tenth of a point (0.05 to be rounded upward). These average points will be awarded for each race in which the Silver Fleet was held ashore.

Otherwise,

18.5.3 Boats will be awarded points for each race where the Silver Fleet is held ashore equal to the number of boats in the Gold Fleet which entered the race concerned, plus 1 point.

18.5.4 If a race in respect of which the Silver Fleet is held ashore is completed, Gold Fleet Boats entered for that race that do not start, do not finish, retire or are disqualified from it shall be awarded points for that race equal to the number of boats in the

Gold Fleet which entered that race plus 1 point. (This changes RRS Appendix A., A4.2) No redress will be awarded (changing Rule 62).

19 Safety

19.1 No boat shall go afloat at any time between 0001 hrs on the date of registration and 2359 hrs on the last day of the event except with the permission of a member of the ROC.

19.2 Adequate personal buoyancy shall be worn at all times from the collection of tallies until the return of tallies. This changes RRS 40, Signals (Flag Y).

19.2.1 Competitors must be equipped with a whistle at all times while afloat for the purpose of attracting the attention of a support or patrol boat should assistance be required.

19.3 Tallies

19.3.1 Tallies are numbered, colour coded rubber bands.

19.3.2 Tally numbers will be issued to competitors at or after registration.

19.3.3 Tallies will be issued each day before the race committee authorise the boats to be launched. Helms will be issued with green bands and crews with red bands.

19.3.4 No boat shall go afloat unless both helm and crew have received their tallies from the Race Committee and the tallies are being worn by both competitors on the right wrist over all clothing.

19.3.5 Immediately on coming ashore each competitor shall hand his or her tally to the Beach Master or replace the tally bands on the tally board.

19.3.6 If a competitor does not comply with 19.3.2 & 19.3.3, the Race Committee may report that fact to the Protest Committee under RRS 60.2 (c). The ROC may choose to commute this protest to a donation of £5, made to the RNLI.

19.3.7 Another boat may not protest infringements of 19.3 (Tallies). (Changes RRS 60.1(a)).

19.3.8 Two Adhesive labels bearing the tally number may be issued to each boat. If issued one must be fixed on the port side close to the bow transom of the boat and one to the front of the launching trolley where it is easily visible. Boats without labels may not be allowed to launch.

19.4 The Race Committee may hold a boat ashore, or require a boat to go ashore at any time when afloat, whether racing or not, if it considers that the boat, her equipment, or the clothing of helm and/or crew, or the physical condition of the helm and/or crew is not adequate for the conditions. Such boats will be scored DNC, DNS, DNF as appropriate.

19.5 Boats may only be launched from the area designated in the event sailing instructions (ESIs).

19.6 In order to identify boats the Organisers may issue ribbons.

19.6.1 Ribbons are to be displayed on shrouds.

19.6.2 The failure to display a ribbon shall not be grounds for another boat to protest. (Changes RRS 60.1(a)).

20 Helm, Crew, Boat and Equipment

20.1 Helms may not be replaced or substituted.

20.2 Except by written permission of the ROC: A crew may not be substituted, a helm may only use one boat, a boat may use no more than two sets of sails and one mast.

20.2.1 Mast and sails may be marked by the Organisers to effect identification.

20.2.3 The permission of the ROC will not be given under 20.2 if it considers; that any proposed substitution of crew, boat or equipment is not necessary in order for the boat concerned to remain reasonably competitive, that it is intended to give a boat or a helm a competitive advantage (or is part of a course of conduct which is so intended) that a proposed substitution of a crew is for any reason except for the case of an injury, illness or a circumstance which was unforeseen at the time of registration that a proposed change of boat or equipment is for any reason except for where the ROC considers that the boat or equipment has been damaged, lost or destroyed either accidentally or through no fault of the helm or crew concerned.

21 Equipment Inspection

21.1 The Equipment Inspector for the event will be the UK Class Measurer or a person appointed by the UKNCCA.

21.2 Every boat (which, here and in 21.3 and 21.4, where the context admits, includes its spars, sails and equipment and that of its helm and crew) may be inspected and/or measured at each event by the Equipment Inspector for the event or one of his official deputies before it is allowed to register.

21.3 Hulls or any component of the boat may be marked by the Organisers to assist in inspection. Removal of these markings will usually require re-inspection or measurement or re-weighing of the boat or component.

21.4 The Organisers or the Equipment Inspector for the event may require inspection, measurement or weighing of a boat at any time. On or off the water, a boat can be instructed by the race committee or the Equipment Inspector for the event or one of his official deputies to proceed immediately to a designated area for inspection, measuring or weighing and if so instructed shall do so.

21.5 RRS 64.1 is modified. For protests brought under RRS 78, the protest committee will decide what penalty, if any, to apply.

22 Support Boats and personnel

22.1 Team leaders, coaches, parents and other support personnel shall not be within 100 metres of the outer perimeter of the area bounded by the Marks and the Committee Boat nor shall they be within 100 metres of any area where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment. This sailing instruction shall not apply to those on board Race Committee boats or boats appointed as safety boats by the Race Committee, or to support boats that are responding to a request to provide safety cover from the ROC.

22.2 During the period of the event, competitors, Team Leaders, coaches, parents and other support personnel shall not interfere or seek to interfere with or influence or seek to influence the decisions or decision making process of the Organising Authority, the ROC or the Race Committee or any of their members unless invited to do so by the body or person concerned or unless that forms part of their function as a member of one of those bodies.

22.3 A boat is responsible for any breach of SIs 22.1 or 22.2 by a person associated with that boat. If, after a hearing the protest committee decides SI 22 has been broken, that boat's penalty will be at the discretion of the protest committee. Another boat may not protest for a breach of SI 22.1 or 22.2. This changes RRS 60.1(a).

Competitors and supporters attention is drawn to RRS 64.4, 'Decisions Concerning Support Persons'