



2025 Club Youth Racing

for Optimist, RS Tera Sport, RS Tera Pro, Topper, ILCA 4 and RS Feva Classes

Hayling Island Sailing Club, Hampshire, UK
The Organizing Authority is Hayling Island Sailing Club

NOTICE OF RACE & SAILING INSTRUCTIONS (NoR & SIs)

The notation '[NP]' in a rule of the NoR & SIs means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The racing will be governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 1.3 The Post-Race Penalty, Advisory Meeting and RYA Arbitration of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See the official notice board for details. For information on the procedures, go to: www.rya.org.uk/racing/rules/rules-disputes
- 1.4 RRS 41, *Outside Help*, is changed so that less experienced sailors who would benefit from encouragement may receive coaching on the water by designated coaches.
- 1.5 Competitors should note that Hayling Island SC implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at: www.rya.org.uk/racing/rules/racing-charter

2 ELIGIBILITY & ENTRY

- 2.1 The racing is open to all dinghies of the Optimist, RS Tera Sport, RS Tera Pro, Topper, ILCA 4 and RS Feva Classes, registered at Hayling Island SC. Competing helms and crews shall be members of Hayling Island SC.
- 2.2 All Club Youth events are listed on the HISC website at: www.hisc.co.uk/youth-sailing/youth-fixtures/
- 2.3 Boats shall register for events they wish to enter using the calendar links.
- 2.4 Boats shall register on the day of racing using the procedure in SI 11.2.
- 2.5 The annual parent/guardian declaration form shall be completed, signed and lodged with the office prior to racing.

3 SCHEDULE

The schedule will include all events designated as 'Youth Racing'. Details will be posted on the website and on the official notice board, and will include the dates of racing, number of races scheduled, and time of earliest warning signal and/or pre-race briefing.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official youth notice board, located outside the training room.
- 4.2 Prior to racing, a notice will be posted advising the race area, course, marks and time of first warning signal for the day's racing.

4.3 Any change to the sailing instructions will be posted on the official youth notice board. On the water a change may be given verbally to competitors.

4.4 Class flags will be:

Class:	Flag:
Optimist	O
RS Tera Sport	T
Topper	R
RS Tera Pro	Pennant 1
RS Feva	Pennant 2
ILCA 4	Pennant 4

5 THE START

5.1 The starting line will be between a staff displaying an orange flag on the race committee boat and the start line outer distance mark.

5.2 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

5.3 The times in RRS 26 are deleted. Races will be started using the following signals. This changes RRS 26.

Minutes before starting signal:	Visual signal:	Sound signal:	Means:
3	Class flag	One	Warning signal
2	Preparatory flag	One	Preparatory signal
1	Prep flag removed	One long	One minute
0	Class flag removed	One	Start

6 THE FINISH

The finishing line will be between a staff displaying a blue flag on the race committee boat and the finish line outer distance mark.

7 TIME LIMIT

Boats failing to finish within ten minutes after the first boat of her class sails the course and finishes will be scored according to their observed position on the course, which may be the position at the last mark rounded. This changes RRS 35, A4 and A5.

8 HEARING REQUESTS

8.1 For each class, the protest time limit is 45 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later.

8.2 Hearing request forms are available at the race office.

9 SCORING

9.1 One race is required to be completed to constitute a series.

9.2 **Series:** A boat's series score will be the total of her race scores excluding her worst scores from races completed, as follows:

Races completed:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Scores excluded:	0	0	1	1	1	2	2	2	3	3	3	4	4	4	5	5	5	6

9.3 Pennant Weekends: each pennant weekend will be scored as a separate series:

(a) When fewer than three races have been completed, a boat's series score will be the total of her race scores.

(b) When from three to five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

- (c) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

9.4 Pennant Series:

- (a) When one or two weekends are sailed a boat's Pennant Series score will be the total of her Pennant Weekend rankings.
- (b) When three or four weekends are sailed a boat's Pennant Series score will be the total of her Pennant Weekend rankings excluding her worst.
- (c) When five or six weekends are sailed a boat's Pennant Series score will be the total of her Pennant Weekend rankings excluding her two worst.

9.5 RRS A5.3 applies.

9.6 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

10 PRIZES

10.1 Prizes will be awarded 1st place in each fleet comprising of 3 boats or more. Further prizes may be awarded depending on the number of entries. Prize giving for all series will be held at the end of the season.

10.2 Pennant Weekends, prize giving will be held on the Sunday directly following racing, prizes will be awarded for 1st place in each fleet comprising of 3 boats or more. Further prizes may be awarded depending on number of entries.

10.3 Discretionary prizes may be awarded by the Youth Committee

11 SAFETY REGULATIONS

11.1 [DP] RRS 40.1 (*Personal Flotation Devices*) shall apply at all times whilst afloat.

11.2 Check-out and check-in of competitors will apply as follows:

- (a) [DP][NP] Competitors shall check-out, before going afloat, using the eTally tablet device on the official notice board, or via smartphone
- (b) [DP][NP] Competitors shall check-in, immediately on returning to shore after racing, using the eTally device or smartphone.
- (c) [DP][NP] When the eTally is not available, boats shall check-out and check-in on the paper form on the official notice board.
- (d) The race committee may apply a penalty of one point without a hearing for a breach of this SI. This changes RRS 63.1 and A5

11.3 [DP][NP] No boat shall go afloat without the permission of a member of the race team.

11.4 [DP][NP] Boats failing to follow the instructions of safety boats will be reported to the protest committee, which may protest the boat. A boat penalized under this SI may be scored DNE.

11.5 [DP][NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

12 EQUIPMENT

The Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS Appendix G. Application to do so shall be approved by the race committee before the start of the days racing.

13 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

14 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.