

SAILING INSTRUCTIONS
OF
MIDLAND SAILING CLUB

Effective 1st April 2011

GENERAL INSTRUCTIONS FOR SAILING

CLARIFICATION NOTES

For clarification, these instructions are written with additional information in italics. The italics do not form part of the formal sailing instructions. *(NB: The aim is to provide reminders and explain points that are not necessarily obvious.)*

DATE OF EFFECT

These instructions take effect from the 1st of April 2011 and replace all earlier versions.

TERMINOLOGY

The term “sailor” and “boat” used in the MSC instructions are deemed to apply equally to sailboards and windsurfers.

The word “shall” and “must” indicates a compulsory action. The word “may” indicates a discretionary option.

CONDITIONS OF SAILING

The safety of a boat and crew and its entire management including insurance is the sole responsibility of the sailor in charge.

These Sailing Instructions in no way limit or reduce the complete responsibility of the sailor in charge for the boat and its management.

General sailing shall be conducted under the right of way rules described in the Racing Rules of Sailing 2009-2012.

INSURANCE

Club Rule No 18 states:

“Any member bringing a boat or windsurfer to, or sailing a boat or windsurfer at Edgbaston Reservoir or allowing it to be sailed there by another person, shall insure that boat or windsurfer against third party risks with a reputable insurer for not less than £2,000,000

“A written declaration that such insurance has been undertaken and remains in force shall be produced to a member of the Committee of Management on demand.

The Committee of Management may at their discretion bar a member from use of his boat on Edgbaston Reservoir or withhold the allocation of points for participation in Club racing if the member concerned has not satisfied them that the insurance has been effected.”

PERSONAL BUOYANCY

MSC Rule 27.

Adequate personal buoyancy shall be used by all persons, including windsurfers, at all times whilst afloat. Adequate personal buoyancy shall be determined by the current RYA guidelines.

Wet suits and dry suits are not considered to be adequate personal buoyancy (*in line with the Racing Rules of Sailing*). All sailors are strongly advised to use approved personal buoyancy or life jackets whilst they are afloat.

All persons under the age of 14 must wear buoyancy aids or life jackets at all times when on the water.

Parents are also advised to ensure that their children wear buoyancy aids or life jackets when on the beach.

LIABILITY

Midland Sailing Club accepts no responsibility or liability for any loss, damage, or injury to persons or property, however caused. A condition of race entry is that sailors waive any rights to financial claims against the race committee or race officers on duty.

SAFETY BOAT POLICY

The club shall endeavour to supply safety boat facilities for Saturday and Wednesday racing plus other organised events such as training.

The policy of the Club is to recognise the guidelines laid down by the RYA. The current guide is the "Safety Boat Handbook G16." This copy is located in the Sailing Manager's locker.

The Club cannot be held responsible for sailors' safety. The Racing Rules of Sailing (Rule 4) : **"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."**

OFFICER OF THE DAY

The person in charge of safety boat management is the "officer of the day" (OOD). The power boat operator will take directions from the OOD.

The OOD managing club events is entitled to assume that the competitors are competent to sail, are complying with Club rules about personal buoyancy and are sailing boats which will remain buoyant.

When weather conditions are such that the available safety cover is considered inadequate for the reasonable capability of participants, the OOD has a responsibility to announce the limitations of the safety boat resources. The decision to continue to race remains with the individual sailors.

SAFETY BOAT FACILITIES

Under some circumstances a safety boat may not be available and the scheduled event shall then take place at the discretion of the person in charge of the event (*e.g. OOD on duty or senior instructor*).

Race participants shall be informed on the signing on sheet if a safety boat is available at the start of a race. Otherwise, they should assume that safety boat cover is not in operation. The provision of a power boat does not necessarily imply that there is safety boat cover.

The priorities of the safety boat team are the:

- safety of sailors being rescued;
- safety of other crews;
- prevention of further damage to disabled boats and boards;
- recovery of disabled or capsized boats and boards.

The safety boat may provide assistance with boat recovery but this may be after a race is completed. There is no obligation on the Club to render salvage assistance.

POWER BOAT OPERATION

Members are recommended to insure their own lives whilst engaged in sailing activities as the Club is unable to cover these risks.

Only authorised operators may use the club power boats except in an emergency. Authorisation is gained through the completion of a recognised power boat course or through recognised experience. (*The club organises RYA approved powerboat courses for members.*)

Buoyancy aids are compulsory when riding in a power boat.
Power boat drivers must wear the kill cord at all times when the engine is running.

Club power boats must only be used for the proper purpose. Joy-rides in the power boats are not permitted.

Engine management and security procedures must be adhered to. These procedures will be provided and maintained by the Club Bosun.

SAFETY BOAT MANNING

The Club power boats may be operated by a single person but will not be considered a “safety boat”.

Midland Sailing Club intends to maintain one safety boat facility for racing.

The safety boat should be manned by two persons. The operator will be considered to be in charge. A safety boat without a crew of two shall be deemed to be “not-in-service”.

The assistant crew of the safety boat must be over 14 years of age.

At least one crew member in the safety boat should be equipped and prepared to enter the water.

During racing, the safety boat should be either in operation or moored close to the race box and the safety boat crew readily available in the immediate vicinity to the race box. The safety boat crew should continuously monitor the progress of racing and the activities of craft and respond appropriately to events.

The Assistant Officer on Duty will act as crew member for the safety boat. When not actively engaged in safety boat duties, the AOD will provide assistance to the OOD. Safety boat duties take priority.

OFFICER OF THE DAY DUTIES (OOD)

Use of DutyMan software

Members obligations to provide race support duties are notified by email and managed using Dutyman software.

To avoid inconvenience to competitors, if OOD’s/Race Recorders and Safety Boat Operators cannot carry out their duties as shown in the Dutyman rota, they must:

- a) **Find a qualified substitute and**
- b) **Inform the Sailing Manager or if unavailable a MSC Flag Officer.**

The OOD should check directly with race duty team members that they will be present for their duty. Dutyman records a confirmation of duty acceptance within the software and database.

Duty team members are responsible to the Sailing Management for ensuring that any arrangements they have made are satisfactorily carried out on their duty day.

THE RACE COMMITTEE

The Race Committee for Club racing events consists of the OOD, AOD and Safety Boat Operator.

SAILING INSTRUCTIONS FOR RACING

1. GENERAL

All sailing shall be held in accordance with the Racing Rules of Sailing 2009-2012 as amended by these instructions (RRS 86.1(b)). The abbreviation RRS is used throughout these instructions when cross reference is required. Alterations to these sailing instructions shall be displayed on the appropriate MSC noticeboard at least 30 minutes before the first warning signal.

The MSC Sailing Instructions are intended to reflect the practical nature of club racing on Edgbaston reservoir and designed to simplify the duties of the Officer on Duty. Open meetings shall operate in line with the standard RRS as modified by separate regatta instructions.

Races shall be held for monohull sailing dinghies with a maximum RYA handicap equal to that of the Solo (1155) or a minimum RYA handicap equal to that of the Fireball (982). Other boats will be accommodated on a discretionary basis.

There shall be no racing after sunset, except to complete races that have already started.

2. RACE ENTRIES

Only dinghies with valid measurement and buoyancy certificates as required by class rules shall be eligible to enter Club races but exemption may be made at the discretionary of the Sailing Management. Certificates may be required to be shown to class captains before each race series. Points for any race shall only be awarded to boats complying with this rule.

A form of entry ('signing on sheet') shall be prepared and presented by the OOD and must be completed by a representative of each boat who is responsible for their names, boat class and sail numbers being legibly written or printed on it. The OOD may disqualify illegible entries, with the agreement of a member of the Management Committee, without protest.

All boats must sail with correct sail numbers in accordance with class rules. Failure to do so may result in disqualification without protest. The OOD must be informed if alternative numbers or markings are being used. (*Note: duplicate sail numbers or boats without numbers are confusing and lead to errors.*) The OOD may require clearer markings to be made to a boat to aid race management.

3. RACE SIGNALS

RRS 26 (*starting races*) shall be modified as MSC local procedures as detailed later in section 14 of these instructions.

Visual signals (lights, and/or flags) take precedence over any sound signals made which are made to call attention to the visual signal.

RRS numbers 27 and 29 shall apply.

RRS 29.2 (*general recalls*) shall not apply. In the event of a class or handicap race being run, rule 29.2 will be reinstated.

PURSUIT RACES (RRS 26 revised)

The Warning signal will be made six minutes prior to the first scheduled start.

The Preparatory signal will be made three minutes after the Warning signal.

SINGLE START RACES (RRS 26)

The Warning signal will be made five minutes prior to the start.

The Preparatory signal will be made one minute after the Warning signal.

The One Minute signal will be made four minutes after the warning signal.

A Postponement or an Abandonment in accordance with RRS may be implemented by the OOD. A postponement or will be signalled by **two** sound signals and the light sequence extinguished (*switch power off on system*). A Postponement may be implemented up to the first start signal.

An Abandonment will be signalled by **three** sound signals and the lights extinguished. Competitors will be notified if the race is to be re-sailed. Flags N over H will be presumed (*further signals ashore*).

RRS 45 will not apply. (*boats to be afloat at the Preparatory signal.*)

4. COURSES

Courses to be sailed shall be designated and managed by the visual course boards displayed on the front of the starting box in mark number sequence. The course will also be shown diagrammatically and by mark number sequence on the signing on sheet, in the case of a discrepancy between the course shown on the front of the start box and the signing on sheet, the start box course shall prevail.

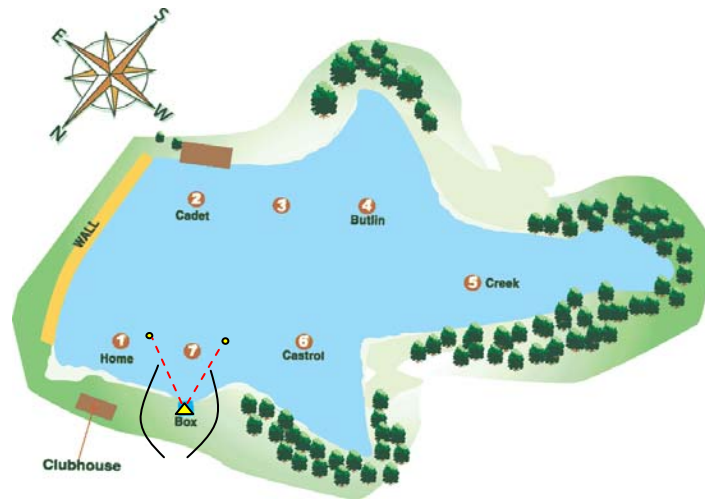
The first mark will be identified as the first mark number in the sequence shown on the start box.

The direction of rounding will be indicated by the colour of the course board. A red background indicates a port (anticlockwise) rounding; a green background indicates a starboard rounding (clockwise).

COURSE MARKS

The racing marks, taken in a clockwise direction starting in front of the clubhouse, are named as follows: -

1. Home
2. Cadet
3. 'No 3'
4. Butlin
5. Creek
6. Castrol
7. 'No 7'
0. 'No 0'



OOD's shall display the course to be sailed in mark number sequence order on the front of the starting box using the mark number boards.

To change a course already set and declared on the signing on sheet, the OOD shall sound **two** signals to draw attention to competitors of the new mark sequence displayed at the start box. Courses can only be changed **prior** to the warning signal. *(This is effectively a postponement.)*

Should the course be required to change after the warning signal, the OOD should Abandon the race.

5. STARTING LINE

The start line marks shall be indicated on the signing on sheet.

A start line shall be set with two marks, water or shore based, their position being notified in writing and displayed on the signing on sheet.

(NB: A first leg to windward and start lines at a right angle to the direction of the first mark are encouraged).

Start lines with water either side of the starting marks are preferred but are not compulsory. (*Practical experience shows that it is not possible to insist on this option.*)

6. **RECALLS**

RRS number 29.1 shall apply. (*Reminder: a boat must be completely on the pre-start side of start line before starting.*) Visual and sound signals declaring a recall shall be made according to procedures described in these Sailing Instructions.

Individual recalls shall apply where a boat is over the line at her start signal, a single sound signal **will** be made & flag 'X' **may** be displayed until she has returned to the pre start side of the line. If she demonstrates no intention of returning, the flag shall be lowered after 2 minutes.

The Race Committee is not obliged to inform premature starters of their status.

(*RRS 29.2 is re-instated for single start races*)

7. **ROUNDING MARKS**

In accordance with RRS 86.1(b) the definition of the "zone" (*relating to overlapping boats approaching a mark*) is amended to 2 boat lengths.

8. **FINISHING**

STANDARD FINISH LINE

The finish buoy will define the outer limit of the finishing line. There will be two finish lines identified as line 'A' or 'B' and indicated by separate buoys. The OOD will define which finish line to use by displaying the appropriate line letter on the front of the start box.

The finish line will be between the centre of the race box and the designated finish mark. The direction of the finish line is defined as the straight line between the penultimate mark and the finish line passing directly between start box and the finish mark.

By adopting two finish lines this will permit the use of No.7 mark as a penultimate mark.

These buoys are not used as marks of the course but are finish marks. (*NB: they effectively become part of the course for finishing only, there is no requirement to acknowledge these buoys prior to the finish.*)

RRS 28 shall apply. (*Reminder: sailing a course by passing marks on the required side.*)

The target time for a pursuit race is 60 minutes after the first start. (3960 seconds from the warning signal.)

The target time for a handicap race is 52.5 minutes (3150 seconds) after the start. (3450 seconds from the warning signal.) (*Based on the fastest current boat*)

The target time for an average lap time race is 52.5 (3150 seconds) minutes after the start. (3450 seconds from the warning signal.)

To finish a pursuit or handicap race, **four** sound signals shall be made to draw attention to the visual signal. The visual signal shall be two continuously flashing lights displayed from the start box and/or the flying of code flag 'S'. The signal shall be made as the leading boat approaches the penultimate mark. (*NB: This is the last mark prior to the finish line*). Boats shall round the penultimate mark in the normal way as during the race and sail directly to the finishing line. The penultimate mark shall be indicated by the removal of all other mark boards from the starting box leaving only the penultimate mark displayed when making the four sound signals, the race officer will also indicate the finish line is to be used by displaying 'A' or 'B' on the start box.

To finish an average lap time race, individual boats will be finished as they cross the finish line (gate) on the lap following the elapse of 52.5 minutes (3150 seconds) after the start.

Boats that have finished must not recross the finish line. Boats so doing shall be subject to disqualification without protest by the OOD. (*This is for race management and safety reasons.*)

9. TIME LIMIT

Boats not finishing within 30 minutes of the first boat to finish will be awarded retirement points. This is extended to 37.5 minutes for single start handicap races.

10. VOID RACE

If, for any reason, the results of a race are not recorded correctly, the Sailing Management may declare that particular race void and it shall not be re-sailed. RRS Rule 32(e).

11. HANDICAPS

Boat handicaps for pursuit, class and personal handicap races shall be decided by the Sailing Management prior to the commencement of each series. The current handicap times are given in Appendix A to these instructions and the Appendix A will be amended from time to time.

Personal handicaps for class races are at the discretion of the MSC Sailing Management upon the advice of the class captain.

Anyone may sail a two person boat without a crew provided the permission of the OOD is first obtained, but shall be penalised by the addition of 3 minutes to their

finishing time for both scratch & personal handicap results. Failure to seek the permission of the OOD that a two person boat is being sailed single-handed shall result in disqualification without protest. (*This is for safety considerations.*)

12. PROTESTS

Protests will be run in line with the Racing Rules of Sailing 2009-2012.

Intention to lodge a protest must be notified to the OOD within 15 minutes of finishing or retiring from the race.

Protest forms must be completed and handed to the OOD within 45 minutes of the last boat finishing.

Parties to the protest and witnesses must hold themselves ready for the hearing which shall be held on the same day if possible without prejudice to the racing. If it is not possible to hold the protest on the same day the OOD must arrange for the protest to be held within 28 days of the date of the incident. The responsibility for holding the protest lies with the OOD on duty when the incident occurs who must ensure that the result of the protest is recorded in the Race Results book. The Sailing Manager must be informed that a protest has been requested. Protest forms are available from the OOD (*they are stored in the Clubhouse and the Starting box*) and a copy of the RRS rules is available for reference on the premises. Documentation about the protest must be given to the Sailing Manager for the record by the protest committee chairperson.

Hearings and Appeals

RRS number 66 (*Concerning the re-opening of protest hearings*) shall apply to deal with significant errors or when new evidence becomes available.

Provision to deal with appeals by a MSC protest committee without immediate referral to the national authority under RRS number 70 shall be permitted, provided protester and protestee agree. Rights to further appeal under RRS 70 are not withdrawn.

MSC implements the RYA guidance on the resolution of racing disputes.

1. Advisory Hearing
2. Arbitration Hearing
3. Protest Hearing

The procedures for the conduct of these Hearings are described in the RYA guidance notes.

13. RETIREMENTS

Anyone retiring from a race must keep clear of other racing boats and notify the

OOD. Competitors failing to do so may be disqualified without protest. (*OOD's will need to account for boats suffering gear failure and inexperienced sailors.*)

14. SCORING

Seasonal race series (*e.g. Winter, Spring etc.*) shall be scored according to the performance of individual helms not the combination of different helms in a specific boat. (*i.e. Helms can change boats as they like within the series. Boats score independently with each helm.*)

Individual helm handicaps may be modified for helms changing boats within a series at the discretion of the sailing management, upon the advice of the class captain, and different individual handicaps shall apply for different boat classes.

Helms will be eligible for each Class series and the combination of Classes for mixed boats results.

Points shall be awarded as follows - 1 point for the 1st; 2 for 2nd, 3 for 3rd and so on. Retirements shall be awarded points equal to the number of starters, plus 1. Disqualification shall be awarded points equal to number of starters plus 10.

A single boat will qualify for a race series but will be awarded a race points score of 5. (*This will permit a boat in a specific class being recognised for their efforts to compete. However, it will encourage additional participation to enable the discard of the result under the race series scoring rules.*)

The number of races to count for individual series will be $1/3^{\text{rd}}$ of the available scheduled races rounded down (*e.g. 26 races available = 8 races to count*)

Sailing Management have the discretion to alter the number of qualifying races in a series as a result of unplanned abandonment of several races RRS 32.1.

Ties

In the event of a tie RRS appendix A8.1 shall apply

15. STARTING PROCEDURE: AUTOMATIC WITH LIGHTS:

RRS number 26 shall be modified by MSC procedures. (*Reminder: Standard RRS starting signals are substituted by the multiple start system for MSC.*)

Changes to scheduled race types shall be notified on the signing on sheet.

PURSUIT RACES

The pursuit flag (*black with white 'P'*) may be hoisted throughout the race.

A single light shall be illuminated at the Warning signal. (*Time zero, first gun*)

A second light shall be illuminated at the Preparatory signal for the first start. (*3 minutes, second gun*)

The first start shall be a single flashing light with subsequent starts indicated by both lights flashing in a series according to the start number. (*i.e. 1 flash, 2 flashes, 3 flashes etc.*)

The first start represents the base timing signal for the pursuit race starts. (*i.e. you know when your start is due by the number of flashes of the current light.*)

A class starts when its flashing light sequence illuminates. A class may assume to start on hearing the correct sound signal. This shall occur at approximately the same time as the lights for that class are extinguished.

A recall may be signified by an additional gun.

Duration of a pursuit race is planned to be 1 hour from the first start. (*NB: The actual race time will be lesser or greater than this time depending upon the speed of the boats and the estimation skills of the OOD.*)

The finish of a pursuit race will be signified by the sounding of four guns and the alternate flashing of lights at the race box. The “S” flag is no longer required to be raised.

There is no provision for automatic starting for other types of races.

16. STARTING PROCEDURE: MANUAL WITH FLAGS

Changes to scheduled race types shall be notified on the signing on sheet.

Warning signal	Red/Club Burgee
Preparatory signal	Blue Peter (code flag P)

RRS 26 shall be modified by MSC procedures. (*In practice this is only for pursuit races*)

A sound signal may be made to draw attention to the visual signal.

PURSUIT RACES

The pursuit flag (black with white ‘P’) may be hoisted throughout the race.

Signals (*horns*) will be sounded at the correct times as listed in Appendix A. In the case of premature starters a second sound signal will be sounded. Boats are individually responsible to return behind the line to restart. There shall be no

general recalls. (*NB: Speed is important as there is little warning before the starts*)

HANDICAP RACES

All boats will start on a single start and individual race times adjusted in accordance with the class handicaps noted in Appendix A.

Signals (*horns*) will be sounded in accordance with RRS 26. (*5, 4, 1 start*)
Races will be conducted using RRS 27, 29 and 30.

AVERAGE LAP TIME RACES

All boats will start on a single start.

Boats will continue racing until finished by the Committee boat.

Individual race times adjusted in accordance with the class handicaps noted in Appendix A and number of laps completed.

Signals (*horns*) will be sounded in accordance with RRS 26. (*5, 4, 1 start*)
Races will be conducted using RRS 27, 29 and 30.

Appendix A

			<i>Revised: Jan 2011</i>	
Guns	Times Mins & Secs Secs		Notes	Lights Sequence
Warning	zero	0	WARNING	1 Light ON
Preparatory	3:00	180	PREPARATORY Topper, Feva (two sail)	2 Lights ON
Start 1	6:00	360	Solo, Feva (three sail) manually sound second horn for premature starters	1 Flash
Start 2	7.00	420	GP14	2 Flashes
Start 3	7.45	465	Enterprise	3 Flashes
Start 4	8.15	495	National 12, Laser Radial, Vision	4 Flashes
Start 5	9.00	540		5 Flashes
Start 6	10.00	600	Laser/Lark/Laser 2K (2 sail)	1 Flash
Start 7	11.00	660		2 Flashes
Start 8	12.00	720	Laser 2K (3 sail)	3 Flashes
Start 9	13.00	780		4 Flashes
Start 10	13.30	810	Fireball Merlin Rockets	5 Flashes
Start 11	15.00	840		1 Flash
Start 12	16.00	870		Lights OFF

APPENDIX B

2011 Changes to the 2009 MSC Instructions

These instructions have been amended to reflect current practices for racing at MSC. New arrangements have been introduced from the Spring series for a limited period and further instructions to permit arrangements for racing have been included.

- Clarification of Safety boat and power boat.
- Explicit reference to DutyMan.
- Preparatory signal for Pursuit races redefined.
- RRS 45 no longer applies.
- Clarification of numbered course boards.
- Introduction of mobile mark “0”.
- Clarification of signals for postponement and abandonment of races
- Clarification of the definition of the Finish line.
- Instructions with respect to mass single start handicap races and average lap time races.
- Implementation of RYA guidance on racing disputes under the RYA Racing Charter
- The number of boats required to **qualify** as a race and inclusion in race series is changed to one boat and race scores amended.
- Amendment to the number of qualifying races in a series due to adverse weather or other restriction.

SHW 2011

2009 Changes to the 2005 MSC Instructions

These instructions have been amended to include references to the new RRS 2009 – 2012. This includes the amendment agreed by the Committee of Management to maintain the size of the “zone” (for mark room) at 2 boat lengths.

The wording of these Instructions have been amended to take into account the current wording of MSC Club Rules 18 and 27 - relating to insurance and to personal buoyancy.

The reference to the RYA’s publication “Safety Boat Handbook” has been updated.

The words “over 16 years old” have been removed from the second paragraph under SAFETY BOAT OPERATION.

The reference to the option to make the wearing of personal buoyancy compulsory where a safety boat is not available has been deleted.

The list of handicap start times has been amended by deletion of references to “old Merlins” and “RS400”.

2005 Changes to the 2001 MSC Instructions

- These instructions have been amended to remove references to class race starts and finishes, all MSC racing will be run as pursuit races and any class specific results will be extracted from the recorded finishing times.
- There is a change to the finishing line, with the deletion of distance mark and the introduction of two permanent finish lines (a and b). No.7 mark will also be available for use as a penultimate mark.
- Any reference to standard courses have been removed from these instructions and competitors will identify the course from the course board positioned in front of the start box, it will also be shown by mark sequence order on the signing on sheet but if there is any discrepancy between the two sequences displayed the start box shall be deemed to be correct.
- There will be no displaying of standard courses or special courses ‘Z’ from the start box.
- The first mark will be identified as the first mark in the course sequence displayed.
- The penultimate mark will be the only mark displayed on the course board when the shortened course signal has been sounded along with the selected finishing line ‘a’ or ‘b’.
- Starting times have been corrected and reflect the current sound signal timings.
- References to windsurfers in line with racing have been deleted.
- Inclusion of club rule 27 regarding personal buoyancy.

2001 Changes to the 1998 MSC Instructions

The new RYA rules have little impact. The main changes are to relax the complexity of running races at MSC due to the OOD being on their own. Reliance is placed on lights and audible signals, with flags generally discontinued. Pursuit races are the basic format of races and the rules have been adjusted to reflect this situation. Water based starts are recommended rather than shore based marks.

1998 Changes to the 1997 MSC Instructions

The 1998 sailing instructions introduces greater clarity about the extent and nature of safety boat facilities provided at MSC. This is to comply more realistically with the recommendations laid down by the RYA.

The introduction of a new automatic race system has required changes to the formal instructions. This has no significant implications for race management.

1997 Changes to the 1993-96 MSC Instructions

- The rules are governed by the RRS 1997 to 2000 rules which in themselves contain substantial changes.
- Sailors are required to ensure that adequate personal buoyancy is worn. OOD's are advised to make it compulsory for races.
- Courses are controlled by the signing-on-sheet. Information will continue to be supplied on the starting box. This reflects current practice.
- Mark "No 7" and "Distance" are now different buoys to enable safer use of special courses.
- There is no definition or use of a "standard" start line. This is to promote better start lines to the first mark.
- Start lines are defined by two marks, not requiring the use of a double sighting transit at one end. This reflects current practice and most regattas.
- Race series arrangements have been made more consistent with each other. The number of qualifying races is 9 for each series unless otherwise notified.
- All series are "helms" races. Boats may be changed throughout the series. Boats sailed by different helms shall be counted as different entries.
- Slow boats, e.g. Toppers, are incorporated into races using a shortened race time and allocated place-in-the-race system. This caters for the large difference in handicap rating between classes. We want to encourage junior sailors.
- An internal appeal mechanism for protests has been introduced rather than direct appeal to the RYA.
- The scoring system, now aligned with the RRS 1997-2000, changes the first place scoring and the mechanism for breaking ties.
- Qualification points have been changed to five points (equivalent to fifth place). Five points represents a typical fleet turnout. This aids computerised results calculation.
- Recognised class nominations reflect current MSC classes. Boats not finishing within 30 minutes shall be retired.