

Mersea Cadet Week 2022

Monday 25th July to Friday 29th July

Outside Fleet Sailing Instructions

The organising authority is the Mersea Week Cadet Committee, a joint committee appointed to run the event on behalf of the Dabchicks Sailing Club (DSC) and West Mersea Yacht Club (WMYC).

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing. Current class rules, the Notice of Race and these Sailing Instructions together with any subsequent amendments.
- 1.2. Competitors should note this event will be conducted in accordance with the RYA Racing Charter located in the RYA Racing Rules of Sailing. Competitors, support persons, parents and guardians are now bound by the racing rules and will be penalised if they fail to comply with the rules.
- 1.3. The relevant rules of the DSC and WMYC will apply.

2 NOTICE TO COMPETITORS

- 2.1 Notice to competitors will be posted on the Official Notice Board at: www.cadetweek.co.uk

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to Sailing Instructions will be posted on the Official Notice Board and signaled to the competitors by displaying the code flag L ashore for at least two hours before the start of the advertised start time of the race where it comes into effect.

4 SIGNALS MADE ASHORE

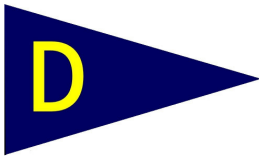
- 4.1 Signals made ashore will be displayed on the WMYC mast.

5 SCHEDULE OF RACES

- 5.1 Racing is scheduled to take place on all or any days Monday to Friday. Special events may take place on Friday.
- 5.2 Competitors must be prepared to race at the allocated times as defined in 5.3 below unless otherwise informed by the Race Committee.
- 5.3 Schedule times of the Warning Signal.

Fleet	Slow Handicap	Fast Handicap
Time of Fleet Warning Signal	09:55 – 1 st signal	As soon as possible after the previous start

- 5.4 When a further race will be started back to back a large orange flag will be displayed together with the relevant fleet/class flags (no sound signals) to alert the competitors that races will begin soon. This will be removed with one sound signal one minute before the Warning Signal.



6 CLASSES/FLEETS and FLAGS

6.1

Fleet	Slow Handicap	Fast Handicap
Flag	A	Z

6.2 The fleets will be divided as follows:

Fleet	Slow Handicap	Fast Handicap
PY Number	PY Number 1244 and above (Topper, RS Feva XL)	PY Number 1243 and below ILCA 4 (4.7), ILCA 6 (Radial)

6.3 The PY numbers above are guidelines. The organisers retain the authority to adjust these based on the final entries.

7 RACING AREA

7.1 The racing area may be in the region of the West Mersea Quarters and Nass Bank. Competitors are reminded that the race area may be a considerable distance from the launching site.

8 THE COURSES

8.1 The diagrams in Appendix A and B show the courses and the order in which the marks are to be passed.

8.2 All marks to be left to **PORT**.

8.3 The course number (and **number of beats** to be sailed) will be displayed on the Committee Boat on a number board at the starting signal of each fleet.

8.4 Slow Handicap

The **first beat commences from the start line** and all subsequent beats then commence from the respective leeward mark (Mark 3 in diagram Appendix A).

Fast Handicap

The **first beat commences from the start line** and all subsequent beats then commence from the respective leeward mark (Mark 4 in diagram Appendix B).

8.5 To finish, sail through the Finish Line set off the stern of the Committee Boat.

9 TIME LIMITS

9.1 The time for all classes will be one hour.

9.2 Boats failing to finish within 20 minutes after the first boat finishes or within the time limit, whichever is later will be scored Did Not Finish. This changes rules RRS 35 A4 and A5.

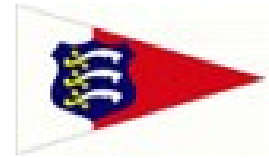
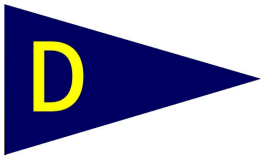
10 PROTESTS AND REQUESTS FOR REDRESS

10.1 Protest forms are available from the Race Office at WMYC. The boat intending to protest or request redress shall hail her intention to the Race Committee on the finishing line as soon as possible after finishing and shall have the hail acknowledged. This changes RRS 61.1. The protest should be delivered within the time limit to the race office.

10.2 Competitors are requested NOT to lodge a formal protest unless there has been serious injury or damage to a boat. The preference is to follow the RYA advisory process.

10.3 For each class the protest time is 45 minutes after the last boat of the fleet arrives ashore for the final race of the day.

10.4 Notices will be posted within 15 minutes after the protest time limit to inform competitors of hearings in which they are parties to a hearing or named as witnesses. It shall be the responsibility of competitors to check the Notice Board for such notices.



- 10.5 On the last day of racing a competitors request for reopening a hearing shall be delivered:
- (1) Within the protest time limit if the party requesting reopening was informed of the protest committee's decision on the previous day.
 - (2) No later than half an hour after the party requesting reopening was informed of the protest committee's decision on that day. This changes RRS 66.

11 EXONERATION PENALTY

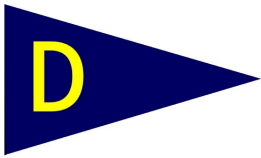
- 11.1 A boat that may have broken rule of Part 2, or rule 31 or 42, may after finishing the race concerned and before the start of any related protest hearing notify the Race Committee that she accepts a 20% scoring penalty as stated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage or gained significant advantage by her breach; In these circumstances her penalty is to retire.
- 11.2 When an exoneration penalty is accepted:
- (1) Neither the boat nor a protest committee may then revoke or remove the penalty.
 - (2) The boat shall not be penalised further in a protest hearing when a protest committee decides that it was appropriate to the facts found and the applicable rules.

12 SCORING SYSTEM

- 12.1 The Low Points scoring of RRS Appendix A will apply.
- 1st place = 1 point
 - 2nd place = 2 points
 - 3rd place = 3 points
 - Etc
- 12.2 Series / event tie
- If, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2.
- 12.3 Three races are required to constitute an event.
- Boats will exclude their worst results as follows unless notified differently on the event notice board.
- | | |
|-------------|-------------------|
| 1 - 3 races | no excluded score |
| 4 - 6 races | 1 excluded score |
| 7 - 9 races | 2 excluded races |
| 10 or more | 3 excluded races |

13 SAFETY REGULATIONS

- 13.1 Signing on and off forms will be on display at the shore control desk at WMYC.
- 13.2 Before going afloat each morning or afternoon all competitors must sign on. Failure to do so will result in disqualification without a hearing for that session. They must also tally at the tally station at the top of the hard.
- 13.3 When signing on (for every session) the adult person responsible for your care during that day must also sign on. Failure to do so will result in disqualification without hearing for that session.
- 13.4 When returning ashore competitors must tally off and go immediately to the control desk and sign off. Failure to do so within 15 minutes of coming ashore will result in disqualification without hearing for that session.
- 13.5 If you do not launch after signing on, or if you retire from the race, inform the person at the desk of your actions and tally and sign off.



- 13.6 No competitor may go afloat without the permission of the Beach Master and must wear their tallies, should a competitor not be wearing the tally for that boat they will be scored DSQ for the first race of that day without a hearing.
- 13.7 Competitors shall wear a life jacket or other adequate personal buoyancy at all times when afloat, launching or recovering their boat. Flag Y will not be displayed. This changes RRS 40.
- 13.8 The Organisers may stop a boat launching, or require it to return ashore if they consider the boat, its equipment, helm or crew are not adequate for the likely conditions or for any other reasons. The decision is final and there will be no grounds for redress.
- 13.9 Competitors in difficulty shall obey instructions given by safety / support boat crew.
- 13.10 All dinghies must be equipped in accordance with their class rules and have a painter of sufficient length for towing purposes. The painter shall be attached permanently to a towing point and ready for use for all boats except asymmetric rigged boats where it must be stored ready for use.
- 13.11 Identification number labels if provided at the briefing must be clearly displayed on the boats launching trolley.

14 REPLACEMENT OF CREW OR EQUIPMENT

- 14.1 For the series of the races comprising an event only the helm named on the entry form will be eligible. If a different helm completes a race in the same boat then they will be considered a separate entry and results cannot be combined with another helms results. In two person boats however the register crew for a specific event may swap with the helm if desired. Permission will only be given to change crew as long as there is no performance gain from change of crew.

15 EQUIPMENT AND MEASUREMENT CHECKS

- 15.1 Measurement / checking
A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water a boat can be instructed by the race committee to proceed immediately to a designated area for inspection.

16 SUPPORT BOATS

- 16.1 Team leaders, coaches and other support personnel including relatives of competitors shall not be in the racing area (i.e. must stay a minimum of 100 metres outside the course extremes and / or any boat which is racing unless rendering emergency assistance) from the time the first preparatory signal until all boats have finished or the race committee a postponement, general recall or abandonment. The exception to this is if they are designated safety / support boats in which case there must be no coaching. The penalty for failing to comply with this requirement may be disqualification of all boats associated with the support personnel who do so. A nominated coach will be designated for less experienced boats. There shall be no coaching except by designated outside coaches.

17 RUBBISH DISPOSAL

- 17.1 Boats shall not put rubbish in the water. Rubbish may be placed aboard support and race committee boats.

18 PRIZES

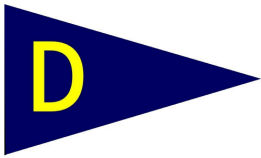
- 18.1 Prizes will be awarded based on one of the methods described below as indicated in the table.

Method 1

The results gained based on achieving the best points score amongst all two handicap fleets as if they were competing as one single group.

Method 2

The results gained based on achieving the best points score within a single fleet.



Method 3

The results gained based on single class racing.

Slow Handicap	Slow Handicap Cup	Method 2
Fast Handicap	Class 1 Trophy	Method 2
1st Double-handed	Sheffield Trophy	Method 1
1st Single-handed	Handicap Cup	Method 1
1st Overall (Outside)	Viking Trophy	see note below
Most improved (Outside)	Dan Child Trophy	Method 1
ILCA 6 Class	Laser Cup	Method 3
ILCA 4 Class		Method 3
Topper Class	Goblet	Method 3
RS Feva XL Class		Method 3
Arthur Sainty Trophy for Seamanship		Discretion of Organising Authority

Class prizes will only be awarded when there are 4 or more entrants to that class.

- 18.2 The Viking Trophy (first overall) will be competed for in one of two ways:
- Race off (preferred method) the points winner of each Fast, Slow and Optimist Gold will take part in a race off in suitable one design boats (eg Sonatas)
 - Best fleet points score of the winner of each of the three fleets.

19 DISCLAIMER OF LIABILITY

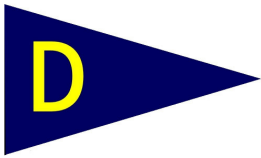
- 19.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore involves an element of risk.

By taking part in the event, each competitor agrees and acknowledges that:

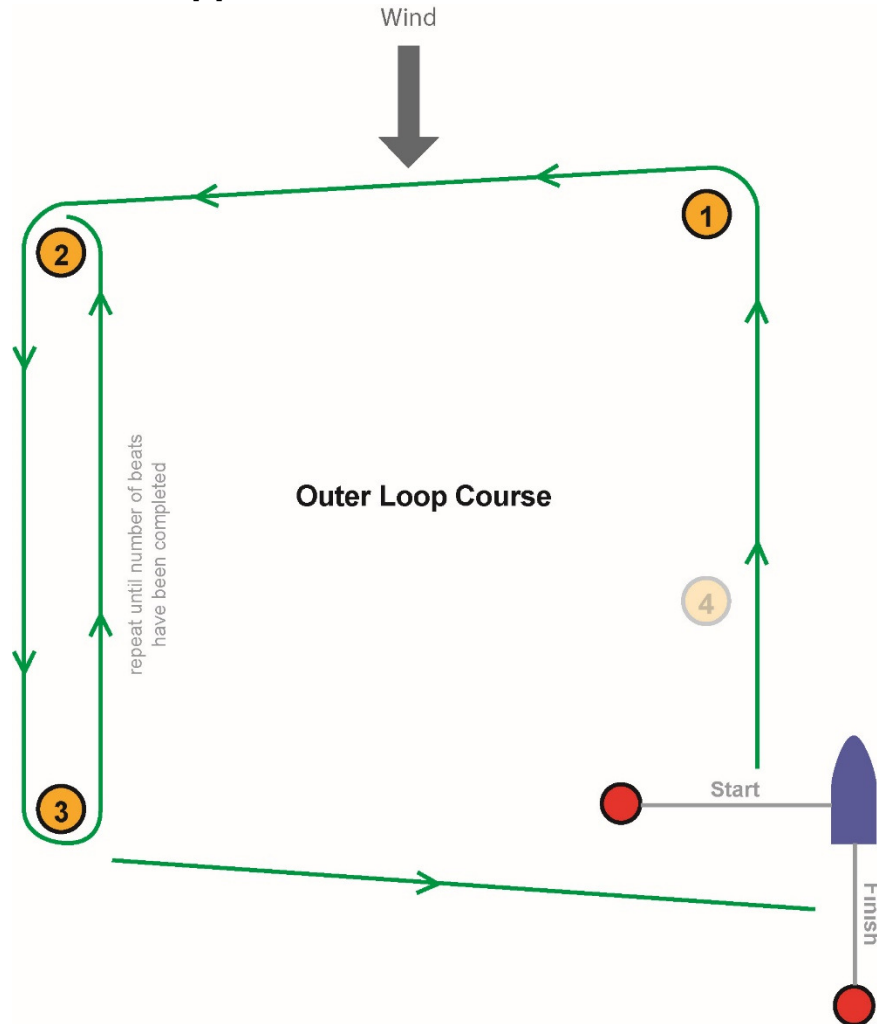
- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew, and their boat to such inherent risk whilst taking part in the event.
- They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- Their boat is in good order, equipped to sail in the event and they are fit to participate.
- The provision of a race management team, patrol vessels, umpires, and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- 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 the venue or event and to attend any competitors briefing held at the venue.

20 INSURANCE

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



Appendix A – SLOW HANDICAP



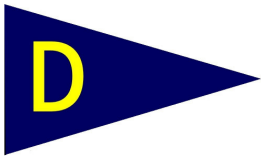
All marks to be left to PORT.

The course number (and **number of beats** to be sailed) will be displayed on the Committee Boat on a number board at the starting signal of each fleet.

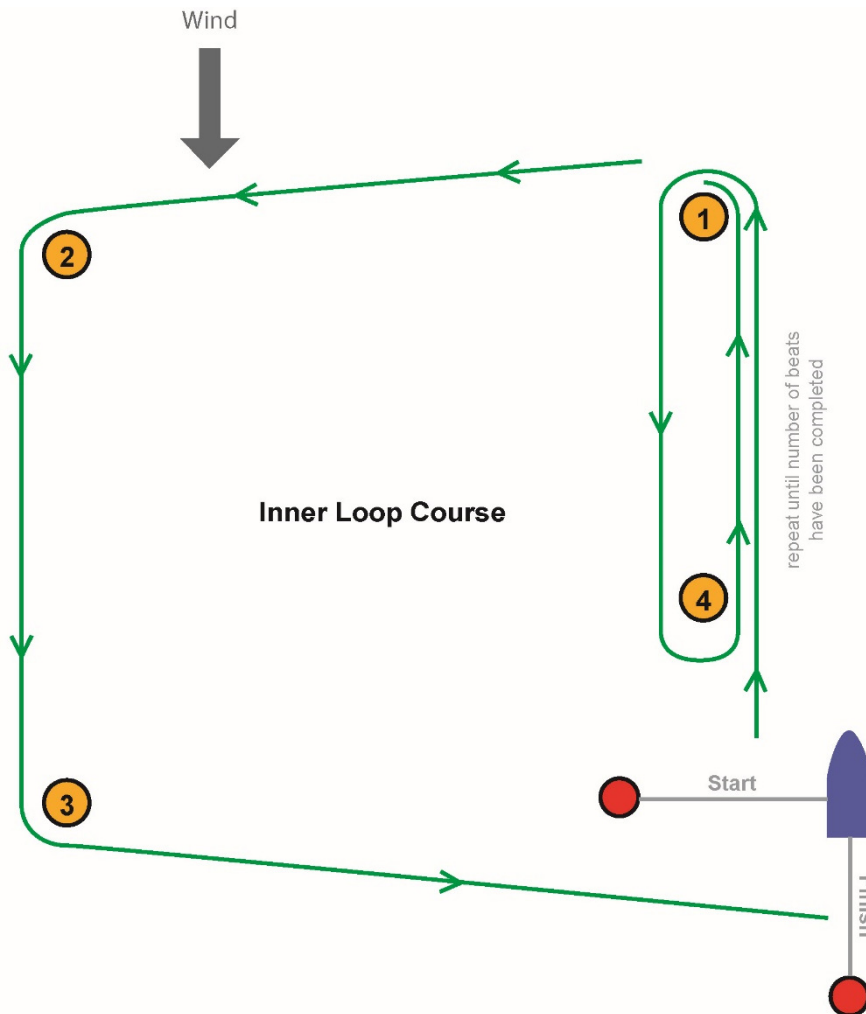
The **first beat commences from the start line** and all subsequent beats then commence from the respective leeward mark (Mark 3 in the diagram above).

To finish, sail through the Finish Line set off the stern of the Committee Boat.

Course Displayed	Outer Loop Course -Slow Handicap	Number of 'Beats'
1	Start- 1p , 2p , 3p - Finish	1
2	Start- 1p , 2p , 3p , 2p , 3p - Finish	2
3	Start- 1p , 2p , 3p , 2p , 3p , 2p , 3p - Finish	3
4	Start- 1p , 2p , 3p , 2p , 3p , 2p , 3p , 2p , 3p - Finish	4



Appendix B – FAST HANDICAP



All marks to be left to PORT.

The course number (and **number of beats** to be sailed) will be displayed on the Committee Boat on a number board at the starting signal of each fleet.

The **first beat commences from the start line** and all subsequent beats then commence from the respective leeward mark (Mark 4 in the diagram above).

To finish, sail through the Finish Line set off the stern of the Committee Boat.

Course Displayed	Inner Loop Course -Fast Handicap	Number of 'Beats'
1	Start- 1p , 2p , 3p - Finish	1
2	Start- 1p , 4p , 1p , 2p , 3p - Finish	2
3	Start- 1p , 4p , 1p , 4p , 1p , 2p , 3p - Finish	3
4	Start- 1p , 4p , 1p , 4p , 1p , 4p , 1p , 2p , 3p - Finish	4