

Mersea Cadet Week 2022

25th to 29th July 2022

Sailing Instructions (Inside fleet)

Mersea Cadet Week will be held at Dabchicks Sailing Club and West Mersea Yacht Club from 25th to 29th July 2022. The Organising Authority is the Mersea Cadet Week Committee, a joint committee appointed to run the event on behalf of the Dabchicks Sailing Club and the West Mersea Yacht Club.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The Royal Yachting Association (RYA) Exoneration Penalty, the advisory hearing and Arbitration will be available. Full details will be available in the sailing instructions
- 1.3. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS60.1(a).
- 1.4. The relevant rules and byelaws of Dabchicks Sailing Club and the West Mersea Yacht Club will apply.
- 1.5. RRS 40.1 always applies while afloat. [DP]
- 1.6. RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to the Sailing Instructions will be posted on the Inside Fleet Official Notice Board at the DSC and signalled to competitors by the displaying of code flag L ashore for at least one hour before the advertised start time of the race.

3. COMMUNICATIONS WITH COMPETITORS

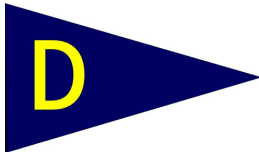
- 3.1. Notices to competitors will be posted on the Inside Fleet Official Notice Board at the DSC.
- 3.2. [DP] At any time whilst afloat, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race and organising officials

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the Dabchicks Sailing Club main mast.
- 5.2. When flag AP (postponement) is displayed ashore further instructions will be given at a briefing or on the Inside Fleet Official Notice Board. This changes RRS Race Signals.



6. DAILY SCHEDULE OF RACES

6.1 Timings may vary daily but approximate timings each day for inside fleet will be:

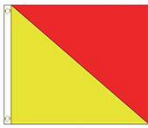


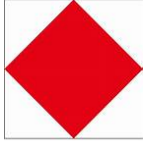
- 08:45am Safety Briefing – (Safety ad Support Team) at WMYC Lawn
- 09:30am Inside Fleet Sailors' briefing at DSC
- 10:00am Inside Fleet launching approx 10:00am – 10:30am

The above may change daily so watch the Whasapp groups and make sure you attend the Sailor's briefings at 9:30am on each day for updates!

- 6.2 Each day succeeding races will be started as soon as practicable after the finish of the previous race.
- 6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before the first warning signal is made.
- 6.4 On the last scheduled day of racing, no warning signal will be made after ****

7. CLASS FLAGS

7.1.

Class	Gold	Ruby	Emerald	Diamond
Code	O	R	G	F
Flag Description				

9. COURSES

- 9.1 Courses will be advised in the daily briefings. The course card including flags and start sequence is included in Appendix One.

10 MARKS

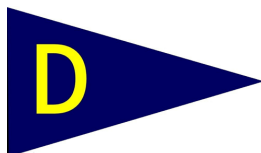
- 10.1 Course marks will be advised in the sailors' briefings.

11. OBSTRUCTIONS

- 11.1 All moored vessels.

12. THE START

- 12.1. Races will be started by using RRS 26 with the warning signal 5 minutes before the start.
- 12.2 Multiple classes sharing a starting line may be started in any order.
- 12.3 The Diamond Fleets may, may use a 3 minute starting sequence, with the warning signal three minutes before the start signal. In this sailors will be advised at the sailors daily briefings.
- 12.3 The starting line is between the mast of the Committee Boat displaying an orange flag at the starboard end, and the course side of the port end starting or as advised at the daily briefing.
- 12.4 Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made.



- 12.5 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.
- 12.6 [NP]Over the event the organising authority will run races in a variety of wind strengths. The decision to participate in a race or races is the decision of the sailor and/or the responsible adult. The race officer together with the safety officer will decide whether a race will take place. The fleet coaches may decide that the wind strength is too high for an individual sailor and request they remain ashore

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course the race committee will move the original mark or finishing line to a new position. This changes RRS 33

14. THE FINISH

- 14.1 The finishing line is between the mast of the Committee Boat displaying a blue flag at the starboard end, and the course side of the port end finishing or as advised at the daily briefing.
- 14.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 14.3 The race committee may score boats based on their relative positions at a mark of the course or on a leg of the course as follows:
 - 14.3.1 When an official boat displays flag W with two sounds, boats still racing may be scored as their observed position on the race course.
 - 14.3.2 When a boat is scored in accordance with this instruction, she shall be given a score for a place after all boats that have sailed the course and finished. This changes RRS A4 and A5.

15. PENALTY SYSTEM

N/A – no changes.

16. TIME LIMITS

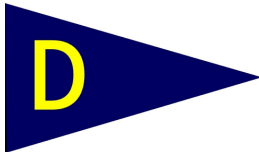
16.1.

Class	Gold	Ruby	Emerald	Diamond
Target Time (mins)	50	50	50	50
Time Limit (mins)	60	60	60	60
Finishing Window (mins)	20	30	30	30

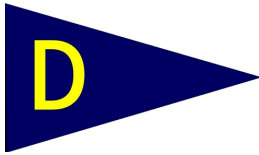
17. HEARING REQUESTS

17.1. Exoneration Penalty

A boat that may have broken a rule of Part 2, or rule 31 or 42, may, after finishing the race concerned and before the start of a 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 and is non-excludable). 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 two 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 a significant advantage by her breach: in these circumstances, her penalty is to retire.
- 17.2 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.
- 17.3 **Advisory Hearing**
When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and 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.
- 17.4 **RYA Arbitration**
When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 17.5 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 a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decides 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 it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 17.6 When there is not an 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. Rule 66 will not apply to the arbitration decision. 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.
- 17.7 When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.
- 18. SCORING**
- 18.1. Three races shall be completed to constitute a series.
- 18.2 The total score for each boat will be the sum of her scores as follows:
- 18.2.1 When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- 18.2.2 When four and fewer than seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.2.3 When seven and fewer than ten races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 18.2.4 When Ten or more races have been completed, a boat's series score will be the total of her race scores excluding her three worst scores
- 19. SAFETY REGULATIONS**
- 19.1. [DP] A boat that retires from a race shall notify an official vessel at the first reasonable opportunity
- 19.2 No boat may go afloat without the permission of the Beach Master and must wear their tallies.
Competitors
- 19.3 [NP]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 reason. The decision is final.
- 19.4 Competitors in difficulty shall obey any instruction given by a rescue boat crew.



- 19.5 Identification number labels or streamers if provided at the briefing must be clearly displayed on the boat and on the launching trolley. Other coloured streamers must be removed.
- 19.6 [NP] Safety/support boats are allowed to reunite any crew with their vessel should they become parted. In this situation it is not necessary for the participant to retire. The safety/support boat is allowed to assist in righting of the vessel. This is a change to rule 41.
- 19.7 Signing on and off forms will be on display at the shore control desk at Dabchicks Sailing Club. Before going afloat, all competitors must sign on. When returning ashore competitors must go immediately to the control desk and sign off within 15 minutes of returning ashore..
- 19.8 The penalty for failing to tally-out or tally-in as instructed above will be five points added to the boat's series score for each offence. This changes RRS 63.1 and A5.
- 19.9 When signing on in the morning the adult person responsible for your care during that day must also sign on. Failure to do this will result in disqualification without hearing from those days races.
- 19.10 A tally band system will also be in use. The same expectations apply; you must tally on before going afloat and tally off when coming ashore. Failure to do so may result in disqualification without hearing from those days races.

20. REPLACEMENT OF CREW OR EQUIPMENT

- 20.1. [DP] Substitution of competitors is not allowed without prior written approval of the organising authority
- 20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorised in writing by the organising authority. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race

21. EQUIPMENT AND MEASUREMENT CHECKS

- 21.1. [DP] A boat or equipment may be inspected at any time for compliance with the class rules, Notice of Race and sailing instructions. On the water or ashore, a boat can be instructed by an equipment inspector to proceed immediately to a designated area for inspection. A boat shall comply with any reasonable request made by an Equipment Inspector

22. SUPPLIED BOATS

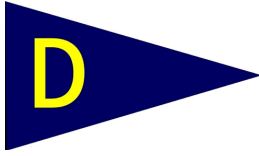
- 22.1. N/A

23. OFFICIAL VESSELS

- 23.1. Official vessels may be identified with identifying insignia as advised at Safety briefings.

24. SUPPORT TEAMS

- 24.1. To ensure fairness to all competitors, support boats may be required to carry drinks, snacks and spares for competitors who do not have their own support boat.
- 24.2 Rule 37 applies to all support boats The VHF channel used on the racing area will be provided at the safety boat briefings.
- 24.3 Kill cords shall be worn at all times whilst engines are running. Failure to do so may result in the support boat and her crew being banned from the racing area for the remainder of the event.
- 24.4 Except when participating in rescue operations all support boats shall stay at least 100m away from any boat racing and will stay outside the race area from the time of the warning signal for the first start until all racing boats have finished, or the race committee signals a postponement or abandonment of all fleets.
- 24.5 For the purposes of identifying the race area, this shall be determined as any part of the course bound by racing marks, start, and finish lines and relevant lay lines between race marks extending to 100m from all these points.
- 24.6 Each support boat shall be insured with to a minimum valid third-party liability insurance of £3m per event.



25. TRASH DISPOSAL

- 25.1. Trash may be placed aboard, official vessels and support boats

26. BERTHING

- 26.1. [DP] Boats shall be kept in their assigned places while in the boat park

27. HAUL OUT RESTRICTIONS

- 27.1. N/A

28. DIVING EQUIPMENT AND PLASTIC POOLS

- 28.1. N/A

29. PRIZES

- 29.1. Prizes will be awarded at the discretion of the Mersea Cadet Week Committee.

30. RISK STATEMENT

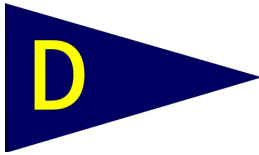
- 22.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore involves an element of risk.

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

- 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 vessels, umpires, and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g) 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.

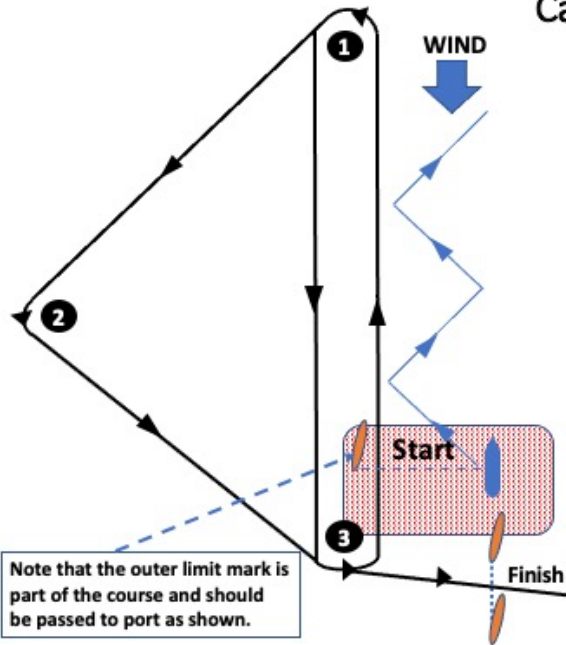
31. INSURANCE

- 31.1. 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 One

Cadet Week – Inside Fleet



Course	No. Laps	All race marks are to port	Triangles & Sausages
1	1	1p,2p,3p Finish	
2	2	1p,2p,3p,1p,2p,3p Finish	
3	3	1p,2p,3p,1p,2p,3p,1p,2p,3p Finish	
4	2	1p,2p,3p,1p,3p Finish	
5	3	1p,2p,3p,1p,3p,1p,2p,3p Finish	
6	1	1p,3p Finish	
7	2	1p,3p,1p,3p Finish	
8	3	1p,3p,1p,3p,1p,3p Finish	

Keep clear of the start when it is not your start - Stay near your fleet lead boat when awaiting your next start sequence.

Cadet Week Inside Fleet

	Y - Combined Fleet (if advised at briefing)		P - Up - 4 Minute to go Down - 1 minute to go
	O - Gold		X - Up after Start - One (or more) over the line and you have got to come back to restart
	R - Ruby		1 st Sub - Up after the Start Too many of you over the line- All come back and we will start again
	G - Emerald		S - Shortened Course
	F - Diamond		

Example Ruby Sequence

	Committee is on station prepare for signal
	Ruby Fleet 5 Minutes (Check Course Boards)
	4 Minutes
	1 Minute
	GO! GO! GO!