

**BURTON WEEK – 2023**  
**BRIXHAM YACHT CLUB**

**SAILING INSTRUCTIONS (SIs)**

**1 RULES**

- 1.1 The Regatta will be governed by the Racing Rules of Sailing (RRS).
- 1.2 These racing rules will be changed, as detailed in the relevant SI:
  - Rule 27.1, 40 and preamble to part 4 – No display of flag Y
  - Rules 28, 32.1, 32.2, 35, 62.1 and Appendix A additional definition for a shortened course and sweep back finish system.
  - Rule 35 additional time limits for races.
  - Rule 62.1 limitations on grounds for redress.
  - Rule 63.1 Appendix A4 and A5 scores determined by the Race Committee.
  - Rule 63.2 notice to protest and redress hearings.
  - Rule 64.2 discretionary penalties less than disqualification.
  - Rule 66 Time limits for requesting redress on last day of regatta.
  - Appendix A2 number of discards in a series.
- 1.3 The equipment rules of sailing (ERS) shall apply, except where varied by the National Twelve Class Rules.
- 1.4 Distinguishing Numbers. Sails must carry clear distinguishing numbers and insignia as required in the Class Rules. Under exceptional circumstances and at its sole discretion, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS Appendix G1.1(c). This changes rule 77. All competitors should ensure that the sail number shown against their name in the final list of entries, as held by the Beachmaster, is that under which they are sailing. In no circumstances shall a boat be permitted to use the sail number of another boat already competing.
- 1.5 Competitors should note that Brixham Yacht Club has implemented the RYA Racing Charter and that by entering competitors are required to undertake to sail in compliance with the Charter.
- 1.6 The Exoneration Penalty and RYA Arbitration of the RYA Rules Disputes Procedures will be available.

This procedure can be obtained on the RYA website ([www.rya.org.uk/general/rules/rules-disputes](http://www.rya.org.uk/general/rules/rules-disputes)). The Exoneration Penalty will be a 30% placing penalty with a minimum of 3 places, but not greater than DNF and will be scored DPI. The Arbitration Penalty will be the same as the Exoneration Penalty, scored DPI.

**2 CHANGES TO SAILING INSTRUCTIONS**

Any change to the SIs will be posted on the ONB at least 2 hours before the scheduled start time of the first race of the day, except that any change to the Start Time for the first race of the day will be posted by 20.00 hrs on the day before it will take effect. The changes will be numbered sequentially and indicated by flying flag L together with the appropriate numeral pennant.

**3 COMMUNICATION WITH COMPETITORS**

- 3.1 See NOR 4.

**4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be flown from the flag staff in the dinghy compound adjacent to Oxen Cove slipway.
- 4.2 When AP is displayed ashore, '1 minute' is replaced with not less than 45 minutes. This adds to the meaning of AP in RRS Race Signals.

- 4.3 [DP] [NP] Boats are not permitted to launch until Flag D is displayed with one sound signal. The warning signal will not be displayed sooner than 45 minutes after flag D is displayed.

## 5 BRIEFING

There will be a briefing for competitors at 11.30 at Brixham Yacht Club on Saturday 26th August.

## 6 SCHEDULE OF RACES

6.1 Racing from Saturday 26th to Tuesday 29th August 2023 inclusive.

6.2 The scheduled time of the warning signals are:

Date	Race	Warning Signal	Tide Times (BST)
Saturday 26 <sup>th</sup> August	1 <sup>st</sup> Points Race	13.55	LW 06.53 2.1m
	2 <sup>nd</sup> Points Race	asap after Race 1	HW 13.48 3.8m
Sunday 27 <sup>th</sup> August	Sir William Burton Cup (3 <sup>rd</sup> Points Race)	10.55	LW 08.48 2.0m HW 15.21 3.9m
Monday 28 <sup>th</sup> August	4 <sup>th</sup> Points Race	10.55	LW 10.12 1.7m
	5 <sup>th</sup> Points Race	asap after Race 4	HW 16.41 4.3m
Tuesday 29 <sup>th</sup> August	6 <sup>th</sup> Points Race	10.55	LW 11.19 1.2m
	7 <sup>th</sup> Points Race	asap after Race 6	HW 17.44 4.7m

6.3 The Race Committee (RC) reserve the right to bring forward points races, excluding the Burton Cup.

The races completed will not be more than two races ahead of schedule. Any changes will be made in accordance with SI 2.

6.4 To alert boats that racing will begin soon, the orange start line 'on station' flag will be displayed with 5 horn sounds at least four minutes before the first Warning Signal of the day is made.

6.5 Flag E displayed before the end of the second race of a day indicates that a third race will be started as soon as possible.

6.6 No warning signal will be made after 14.00 on the last day of the event.

## 7 SAFETY REGULATIONS AND GUIDELINES

7.1 Adequate personal flotation shall be worn by all competitors at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Neither a wet suit nor dry-suit constitutes adequate personal flotation. This amends and adds to the preamble to Part 4 of the RRS Rules 27.1 and 40.

7.2 It is recommended that the 'Personal Flotation Device' (PFD) is worn outside all other clothing as this can assist rescue crews in the event of a competitor requiring assistance to be retrieved from the water.

7.3 It is strongly advised that long hair on all crew shall be tied up or restrained to minimise the risk of entanglement.

## 8 MANDATORY TALLY SYSTEM

8.1 A Tally Number will be allocated to each boat at registration. This number will also be attached to the boat's launching trolley.

8.2 The Beachmaster will be in charge of the Tally Board, situated near where boats are launching. Competitors shall follow instructions issued by the Beachmaster or assistants. In the event of a conflict of instructions, those issued by the Beachmaster shall prevail.

8.3 Flag D will be displayed not less than one hour before the first warning signal of the day. Tallies will not be issued before flag D is displayed.

8.4 Competitors, both helm and crew, shall collect and wear their respective tally wrist bands before going afloat.

- 8.5 Tally bands shall be returned to their correct hooks on the Tally Board as soon as competitors return ashore, and no later than 30 minutes after the last boat returns.
- 8.6 Failure to tally out or tally in will result in a Fine Penalty of £10 to the RNLI. Failure to pay the fine will result in disqualification without a hearing from all races that day. Subsequent failures may result in disqualification. This adds to exceptions within rule 63.1, 64.2 and A5.
- 8.7 The Race Office must be notified of the acceptance of the Fine Penalty within the 60 minute protest time limit. See 19.2.

## **9 CLASS FLAG**

- 9.1 The Class Flag will be flag T.

## **10 RACE AREA**

- 10.1 The racing area will be in Torbay, (Admiralty Chart 26).
- 10.2 On arrival at the racing area each day, each boat is requested to sail past the stern of the Committee Boat on starboard.

## **11 COURSES**

- 11.1 Appendix One shows courses A, B, C and D and the order in which marks are rounded.
- 11.2 All marks of a course are to be left to port, except for CB and SB/RIB used for finishing.
- 11.3 The approximate compass bearing of the first mark will be displayed on a board on the CB
- 11.4 The Committee Boat will display a board, A, B, C or D, and a number board, prior to the Warning Signal to indicate the course and the maximum number of laps to be sailed.
- 11.5 For the Sir William Burton Cup Race, any course in Appendix One may be used, no number of laps will be displayed. The Minimum Race Time (MRT) for the leading boat will be not less than 2 hours, after which the race will be finished see SI 16.5.

## **12 MARKS**

- 12.1 Marks 1, 2 and 3 will be Orange cylindrical inflatable buoys. Marks 1a and 4 will be a 1m red spherical buoy.
- 12.2 The Starting marks will be
  - 12.2.1 The Committee Boat (CB) displaying an orange flag
  - 12.2.2 A Dan Buoy displaying a blue flag
- 12.3 The finishing marks will be;
  - 12.3.1 The CB displaying a Blue Flag
  - 12.3.2 A Dan buoy displaying a blue flag
- 12.4 The change windward Mark (1) will be a large Yellow cylindrical inflatable buoy. The change Mark 1a (for course D only will be a 1m yellow spherical buoy.

## **13 LOCAL NAVIGATION REQUIREMENTS AND OBSTRUCTIONS**

- 13.1 All competitors should be aware that Brixham is a commercial working port and regard should be given to commercial craft including ferries and fishing vessels. It is strongly advised to avoid the main channel in harbour and the port and starboard navigational marks near the outer end of Brixham breakwater.
- 13.2 [DP] The entirety of mussel beds bearing 280° at a range of 0.7nm from the outer end of Brixham breakwater and approximately 0.25nm from the shore, including the beds marker buoy and including the entire sea area between the mussel beds and the shore are an obstruction.

## **14 THE START**

- 14.1 Races will be started using rule 26.
- 14.2 To alert boats that a race or sequence of races will begin soon, flag F will be displayed on the CB with a series of 5 horn sounds at least five minutes before a warning signal is made.
- 14.3 The starting line will be between the start marks as defined in SI 12.2

- 14.4 A boat starting later than 5 minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes rules RRS63.1, A4 and A5.
- 14.5 The sail numbers of boats penalized under RRS 30.3, 30.4 may be displayed on a board on a patrol boat stationed at the windward mark on the first leg.

## **15 CHANGE OF THE NEXT LEG OF THE COURSE**

- 15.1 To change the next leg of the course, the RC will lay a new mark or marks or move the finishing line and remove the original mark or marks as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by original mark or marks. This adds to rule 33.
- 15.2 For Course D only, if a change of course is indicated at mark 3 to signal a change of course to Mark 1, a new Mark 1 and Mark 1a will be laid.
- 15.3 When a change of course is signalled indicating a change of course to mark 1, marks 2, 3 or 4 may be moved without signal to maintain the geometric axis of the course. This changes RRS 33.
- 15.4 Minor mark movements of up to approximately 150m or 10 degrees may be made without signalling a change of course. This changes RRS 33.

## **16 THE FINISH**

- 16.1 The Finish Line will be between the finish marks as defined in SI 12.3.
- 16.2 In all races, except for the Sir William Burton Cup Race the course may be shortened by the RC at the finishing line. In this event the CB shall display flag S with two sound signals prior to the leading boats approaching mark 3 (or 4 in course C) in addition, a RC boat will be positioned adjacent to mark 3 (4 in course C) displaying K flag. All boats shall then complete the lap they are sailing and, after passing mark 3 (or 4 in Course C), to port, proceed to the Finishing Line where they will be deemed to have finished. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. This changes and is additional to rule 32.2.
- 16.3 Boats not on the same lap as the leading boat will be scored in the order they cross the finish line behind all boats on the same lap as the leading boat.
- 16.4 After some boats have finished the RC may record other boats as deemed to have finished before they cross the finish line to save time whether or not they were expected to complete the course within the time limit. A RC boat displaying flag W will proceed from the finish line towards the previous mark, make a sound signal and verbally hail the boat that they have been recorded as deemed to have finished. The RC may record boats as deemed as finishing as per this instruction at more than one leg of the course and will if necessary, continue the back sweep around the course until all boats are recorded. When a boat finishes in accordance with this instruction she shall be given a finishing place after all boats which had previously finished and in the sequential order in the direction from the finish line. If another race is scheduled boats that have been hailed as per this instruction are required to proceed immediately to the starting area. This changes RRS 28, 32.1, 32.2, 35 and Appendix A. This action will be at the absolute discretion of the RO and this decision shall be final and shall not be grounds for redress under RRS 62.1a.
- 16.5 **For the Sir William Burton Cup Race** the end of the MRT will be signalled by the display of Flag T and two sound signals from the CB. A finish line will then be activated. The leading boat and following boats will continue to sail the course to the finish line.  
The finish line will be as described in SI12.3.2  
The finish line location will be:
- a) at the next mark the leading boat would round (excluding Mark 1A), or
  - b) at a finish line positioned along the leading boat's current or next leg of the course, or
  - c) at the CB after Mark 3 (4 in course C); the standard finish line, 16.1.
- The finish line will remain open for 45 minutes after the first boat has finished. After this time boats may be finished in accordance with 16.4.
- 16.6 These actions will be at the absolute discretion of the RO whose decisions shall be final and not grounds for redress under Rule 62.1a.

## **17 RETIREMENT**

[NP] [DP] A boat that retires from a race shall notify a RC boat as soon as possible. If that has not been possible then notify the Beachmaster or Race Office on your return ashore.

## **18 TARGET TIMES AND TIME LIMITS**

- 18.1 For all races, except the Sir William Burton Cup Race.
- 18.2 The target time for the finish of the lead boat is 55 minutes. Failure to meet this target time is not grounds for redress. This changes rule 62.1a.
- 18.3 The time limit for the leading boat to finish each race will be 2 hours.
- 18.4 Unless SI 16.2, 16.3 or 16.4 are applied, after the first boat has finished, the finish line will remain open for 30 minutes, after which boats will be scored DNF. This adds to rule 35.
- 18.5 If no boat has rounded mark 1 within 40 minutes the race will be abandoned, except for the Sir William Burton Cup Race when this limit will be 50 minutes.

## **19 PROTESTS AND REQUESTS FOR REDRESS**

- 19.1 Protest forms will be available at the Race Office.
- 19.2 Protests and requests for redress or reopening shall be delivered there within the protest time limit, which is 60 minutes after the last boat has finished the last race of the day. This same protest time limit applies to protests by the race committee or protest committee (except under the last sentence of rule 61.1(b) and to requests for redress). This changes RRS 61.3 & 62.2.
- 19.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 19.4 Notices of protests by the race committee or protest committee (PC) will be posted to inform boats under rule 61.1(b).
- 19.5 Breaches of instructions 7, 8, 17, 18, 23, 26, 27, will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches and for Class rule infringements may be less than disqualification if the PC so decides. The scoring abbreviation of a discretionary penalty will be DPI. This changes rule 64.1.
- 19.6 On the last scheduled day of racing a request for reopening a hearing shall be delivered either:
  - a) Within the protest time limit if the requesting party was informed of the decision on the previous day, or
  - b) No later than 30 minutes after the requesting party was informed of the decision on that day.This changes rule 66.
- 19.7 On the last scheduled day of racing a request for redress based on a PC decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 19.8 Notices of Protests and Redress hearings posted on the ONB shall be considered sufficient notice to all parties and witnesses. It is the responsibility of parties to consult the ONB at or before notice expiry time before leaving the venue for the day. This changes rule 63.2.
- 19.9 The Exoneration Penalty) & RYA Arbitration of the RYA Rules Disputes Procedures will be available. This procedure can be obtained on the RYA website ([www.rya.org.uk/general/rules/rules-disputes](http://www.rya.org.uk/general/rules/rules-disputes)). The exoneration penalty will be a 30% scoring penalty with a minimum of 3 places, but not greater than DNF and will be scored DPI. The Arbitration Penalty will be the same as the Exoneration Penalty, scored DPI.

## **20 SCORING**

- 20.1 The event will use the Low Point Scoring System.
- 20.2 Seven races are scheduled; three completed will constitute a series.
- 20.3 If only 3 races are completed, a boat's series score will include all three race scores. If four or more races are completed, the boat's worst race score will be discarded. This changes rule A2.

- 20.4 If the race programmed as the Sir William Burton Cup Race has to be shortened to less than 2 hours, the results will not count for the Sir William Burton Cup Trophy, but will be awarded to the next scheduled point's race. The Sir William Burton Cup Race will, if possible, be rescheduled. If a Sir William Burton Cup Race has not been completed by 18.00 on the final day, the Cup will not be awarded but may be sailed for at an event later in the year. If a seventh points race has been sailed the Sir William Burton Cup place prizes will be given for that race.
- 20.5 The results of races that are shortened to fewer than four legs will not count towards the Yachting World Silver National Points Trophy. The short leg from Mark 1 – 1A (course D) and from Marks 3 (or 4 in Course C) to the finish line or any leg shortened by more than 50% shall not count as legs for this purpose.

## **21 REPLACEMENT OF CREW OR EQUIPMENT**

- 21.1 The NTOA Measurement Coordinator at the event will decide upon applications made under NTOA Class Rules.
- 21.2 Any request to substitute a nominated crew shall be submitted at the Race Office before going afloat. The full name of the replacement crew must be provided in accordance with the Notice of Race. Substitution of a crew must not be used for the purpose of gaining an advantage in the race series.

## **22 EQUIPMENT & MEASUREMENT CHECKS**

Boats may be measured or checked at any time to monitor compliance with the Class Rules.

## **23 EVENT ADVERTISING**

Burton Week is sponsored by 'Allen' and the event is part of the 2023 'Dinghy Shack' National Series. Event sponsors' advertising may be supplied and required to be displayed in a position to be specified at registration.

## **24 OUTSIDE HELP**

[NP] Any boat that receives outside help, whether permitted by rule 41 or not, shall report the facts to the RC within the time period for protests.

## **25 OFFICIAL BOATS**

- 25.1 A written description of Official boats will be posted on the ONB by 18.00 hrs on Friday 25<sup>th</sup> August 2023.
- 25.2 All official boats shall display a numbered flag for identification.

## **26 SUPPORT BOATS**

Team leaders, coaches and other support personnel shall stay more than 100 metres outside areas where boats are racing from the time of the first preparatory signal until all boats have finished or the race committee signals a postponement or abandonment, unless attending a boat in distress requiring assistance, or as directed by the race committee. NOTE – This SI does not permit such boats to enter the area during a general recall. Any support boat interfering with the racing in any way including, in the opinion of the race committee, making excessive wash across the race course could result in a protest against the competitor associated with that support boat and possible disqualification of that competitor. Any support boats should carry radios and shall have attended the safety briefing the morning of that day's racing.

## **27 TRASH DISPOSAL**

[DP]Trash may be placed aboard support or official boats.

## 28 RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 29 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.**

## 30 PRIZES

Trophies & Prizes are listed in the NOR and the event booklet.

## 31 MANDATORY PROCEDURE FOR RETURNING TO SHORE AND APPROACHING THE HARBOUR AND SLIPWAY

The slipway at Oxen Cove that will be used to launch and recover boats is quite narrow and exposed to the North. It is essential that the fleet follow instructions upon returning to the shore to avoid excessive congestion at the slipway that can result in damage to boats.

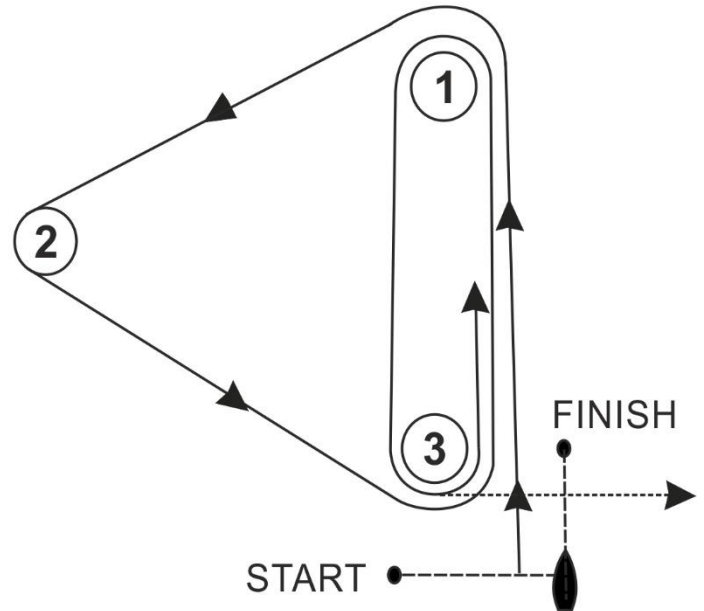
A full recovery process will be described at the competitors briefing but the general plan is as follows:

- 1) There will be a patrol boat located at the slipway, and adjacent to the slipway and if necessary at the entrance to the harbour. Boats will be called to hold station at the most seaward point and released in manageable batches to the next station creating an orderly line ashore so that as one boat is being pulled up the slip the next boat will be provided their trolley from the shore team.
- 2) The first boats to the harbour will be permitted to sail straight to the slip but they must pass via the holding patrol boats. These patrol boats will call the shore with tally / boat / bow (if used) numbers so that the trolley is waiting at the slipway for the boats arrival.
- 3) Once more than 2 boats are in the vicinity of the slip the patrol boats by the slip and in mid harbour will each hold back, then release boats in order to enable a continuous flow of recovering boats.
- 4) Once the recovery process is underway boats approaching the harbour will be required to sail a loop around the patrol boat by the harbour, each boat will be released by the patrol boat to proceed towards the slip via the other patrol boats.  
Every effort will be made to release boats towards the slip in the order that they arrived.
- 5) This procedure has been implemented and refined over the past few years during larger fleet championships and is now well proven. The system is to establish a safe and orderly recovery process. The system relies on the patrol boats calling to the shore the boat / tally numbers so that the trolleys can be found and stacked in order of approach. The system has proven highly effective and results in far less delays on the slip finding trolleys and reduces risk of damage to boats and equipment. Your patience is requested and the shore team will do all they can to recover your boats as fast and efficiently as possible. Please do not ignore instructions or push in in front of boats ahead in the system as this breaks the system down.

# APPENDIX ONE - COURSES

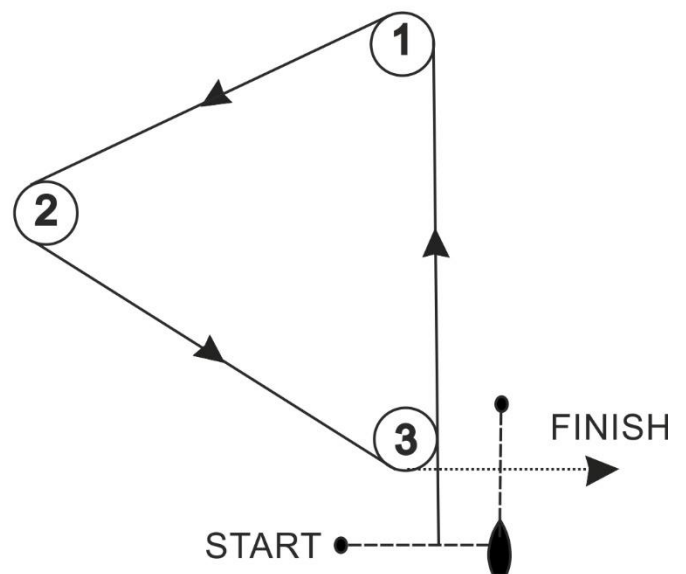
## COURSE A

<b>First and all Subsequent odd rounds</b>
Mark 1 to port
Mark 2 to port
Mark 3 to port
<b>Second and all Subsequent even rounds</b>
Mark 1 to port
Mark 3 to port
<b>Finishing leg</b>
From Mark 3 to Finish line



## COURSE B

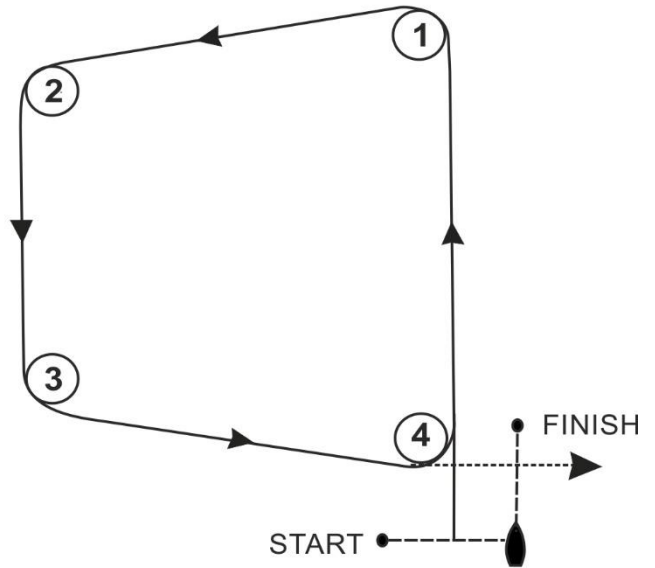
<b>First and all Subsequent rounds</b>
Mark 1 to Port
Mark 2 to port
Mark 3 to port
<b>Finishing leg</b>
From Mark 3 to Finish line





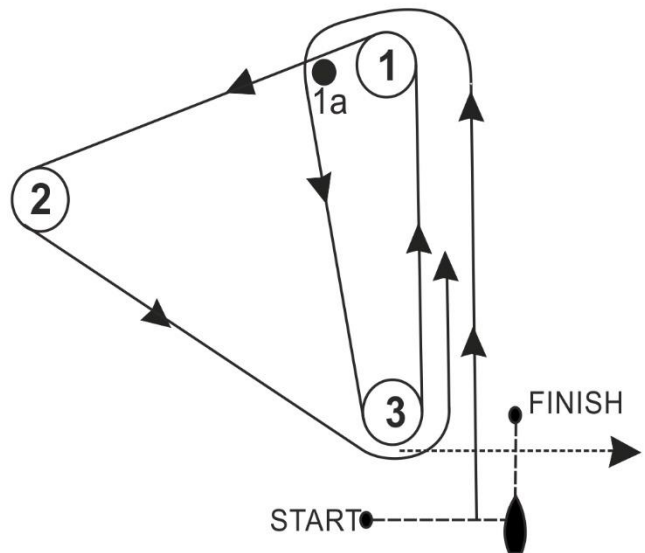
# COURSE C

<b>First and all Subsequent rounds</b>
Mark 1 to Port
Mark 2 to port
Mark 3 to port
Mark 4 to Port
<b>Finishing leg</b>
From Mark 4 to Finish line



# COURSE D

<b>First and all Subsequent odd rounds</b>
Mark 1 to port
Mark 1a to port
Mark 3 to port
<b>Second and all Subsequent even rounds</b>
Mark 1 to port
Mark 1a to port
Mark 2 to Port
Mark 3 to Port
<b>Finishing leg</b>
From Mark 3 to Finish line



Note: These maps are for information only. They are not intended to give any idea of length, angle or direction of legs in any way.