

# CHALLENGER STANDARD SAILING INSTRUCTIONS (2019)

The Organising Authority is the Club named in Notice of Race Part 2, the Specific Venue details for the relevant regatta, to be published in Challenger News, social media or email before the event

## 1. RULES

1.1 All regattas will be governed by the rules as defined in The Racing Rules of Sailing, the Challenger Class Design rules, the Challenger Standard Sailing Instructions, the Notice of Race and any Local Sailing Instructions published by each Specific Venue

1.2 The Class Design rules and Challenger Standard Sailing Instructions are available on application to the Class Chairman or from the Class website [www.challenger-sailing.org.uk](http://www.challenger-sailing.org.uk). Standard and Local Sailing Instructions will also be available and on display upon registration at each regatta.

1.3 All Challengers must have a grab line of free specification fixed to each sponson and a tow line of free specification fixed to the bow and long enough to be led back to the cockpit and handled by the sailor

### Racing rules will be changed as follows:

1.4 Rule 41, outside help - is modified to permit a boat to receive outside help from a safety boat for any reason other than added propulsion.

1.5 Rule 44, taking a penalty - modified from two turns to one turn for RRS Part 2 infringements

1.6 Rule 49, crew position - modified so that helm and buddy should remain seated in their normal positions within the main hull or on a buddy seat except temporarily in an emergency

## 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board. The location will be identified at the briefing, **which all competitors are strongly advised to attend. It should be checked before going afloat** in case of any changes to Standard Sailing Instructions or timetable etc.

## 3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 10:00hrs on the day it will take effect, except that any change to the schedule of races will be posted by 20:00hrs on the day before it will take effect.

## 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed in a prominent place that will be identified at the briefing

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 15 minutes' in the "Race Signals, AP" Rule

4.3 Rule 40 (*personal flotation devices*) shall apply to all competitors whilst on pontoons or afloat; flag Y will not be displayed. This changes rule 40 and the Part 4 preamble

**5. SCHEDULE OF RACES** A Schedule for each venue, showing times of the Briefing, number of races and their start times each day will be published as **Notice of Race Part 2** in Challenger News, or Social media, or by email before the event and will be displayed on the Official Notice Board at the event

**6. CLASS FLAGS** Description of flags will be given at the Regatta briefing. All fleets will start together

**7. RACING AREAS** Location and course length are weather dependant. Details will be given at the briefing

## 8. THE COURSES

8.1 The preferred course layouts are (1) Trapezoid, (2) Triangle, (3) Inverted "P", as shown in the attached diagrams. The course to be used will be displayed on the Notice Board and/or by showing **numeral 1, 2 or 3** on the Committee boat.

8.2 If local conditions require it, an alternative layout will be shown on the Official Notice board and/or on the Committee boat.

8.3 Legs of the course will not be changed after the preparatory signal. This changes rule 33

## 9. MARKS

9.1 Marks may be permanent or movable buoys and will be identified at the briefing

9.2 The starting and finishing marks will be a race committee signal boat, including any attached boats or buoys and a dan buoy with an orange flag, unless otherwise described at individual Event briefings.

## 10. AREAS THAT ARE OBSTRUCTIONS

Items, such as fishing boats, designated as obstructions will be identified at the briefing and detailed on the Official Notice Board. Competitors shall give reasonable clearance, especially to moving or drifting craft

## 11. THE START

11.1 Races will be started using rule 26 (5, 4, 1, go). Warning signal 5 minutes before the starting signal

11.2 The start line will be between a mast displaying an orange flag on the Race Committee signal boat at the starboard end and a dan buoy with orange flag at the port end except where local conditions require an alternative (*e.g. a fixed line*). Details will be shown on the Official Notice Board and given at the briefing

11.3 Unless otherwise indicated, the starting line shall be situated between the final leeward mark and the first windward mark. It shall be treated as a gate on every upwind leg between those two marks unless the race committee signals that it is the finishing line, when boats shall finish

## 12. THE FINISH

12.1 The finishing line will be between a mast displaying an orange flag on the Race Committee signal boat at the starboard end and a dan buoy with an orange flag at the port end except where local conditions require an alternative (e.g. a fixed line). Details will be shown on the Official Notice Board and/or given at the briefing

12.2 If the race committee signals a shortened course (*Flag S with two sound signals*) boats will continue to sail the course and finish the next time they cross the finishing line, irrespective of the number of laps they have completed, unless subject to Rule 13 below. This changes Rule 32.2

## 13. TIME LIMITS AND TARGET TIMES

There will be NO target time for races and no time limit for boats finishing after the first boat has finished but in order to minimise excessive delays between races, the race officer may award a finishing position, irrespective of their position on the course, to boats that are still racing after the first boat has finished. The race officer's decision is final and will not provide grounds for a competitor to seek redress. This changes rule 62

## 14. PROTESTS AND REQUESTS FOR REDRESS

14.1 The Exoneration Penalty (and the Advisory Hearing and RYA Arbitration Procedures) of the RYA Rules Disputes Procedures will be available and a summary will be posted on the Official Notice Board as guidance. The penalty will be loss of a minimum one place but shall not result in a score worse than DNF

14.2 If a protest is preferred, forms are available at the Race Office, location to be identified at the briefing.

Protests and requests for redress or reopening shall be delivered there within the appropriate time limit

14.3 The protest time limit is 40 minutes after the last boat has finished the last race of the day.

14.4 Notices will be posted no later than 20 minutes after the protest time limit to inform competitors of hearings in which they are parties or witnesses. Location of hearings will be identified on the Notice.

## 15. SCORING

15.1 Two races are required to be completed to constitute a series

15.2 When up to 3 races have been completed, a boat's series score will be the total of her race scores

15.3 When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score (i.e. 1 discard available).

15.4 Gold, Silver and Bronze fleet results shall be extracted from overall results and not scored separately unless the medal Race procedure is used (see separate Medal Race Instructions)

**16. PRIZES** Prizes will be described in Part 2 of the Notice of Race published in Challenger News or online

## 17. VISUAL IMAGE CONSENT

**Competitors automatically grant the Organising Authority without payment the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of, or relating to, the Event, unless the Authority is advised otherwise in writing prior to the Regatta**

## 18. RISK STATEMENT

Rule 4 of the Racing rules of Sailing 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 inherently 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, including survival in the water, taking into account any disability they might have;;
- (e) The provision of a Race Management Team, Patrol Boats or other officials and volunteers by the Event Organizers does not relieve them of their own responsibilities
- (f) The provision of Patrol Boat 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 a particular venue or event, drawn to their attention in any rules or information produced for the venue or event **and to attend any safety briefing held for the event**
- (h) Their boat is adequately insured, with cover of at least £3,000,000 against third party claims

## 19. INSPECTIONS

The fact that the Race Committee conducts inspections of a boat does not reduce the responsibilities of each competitor set out in these Sailing Instructions

## Standard Course Layout (1)

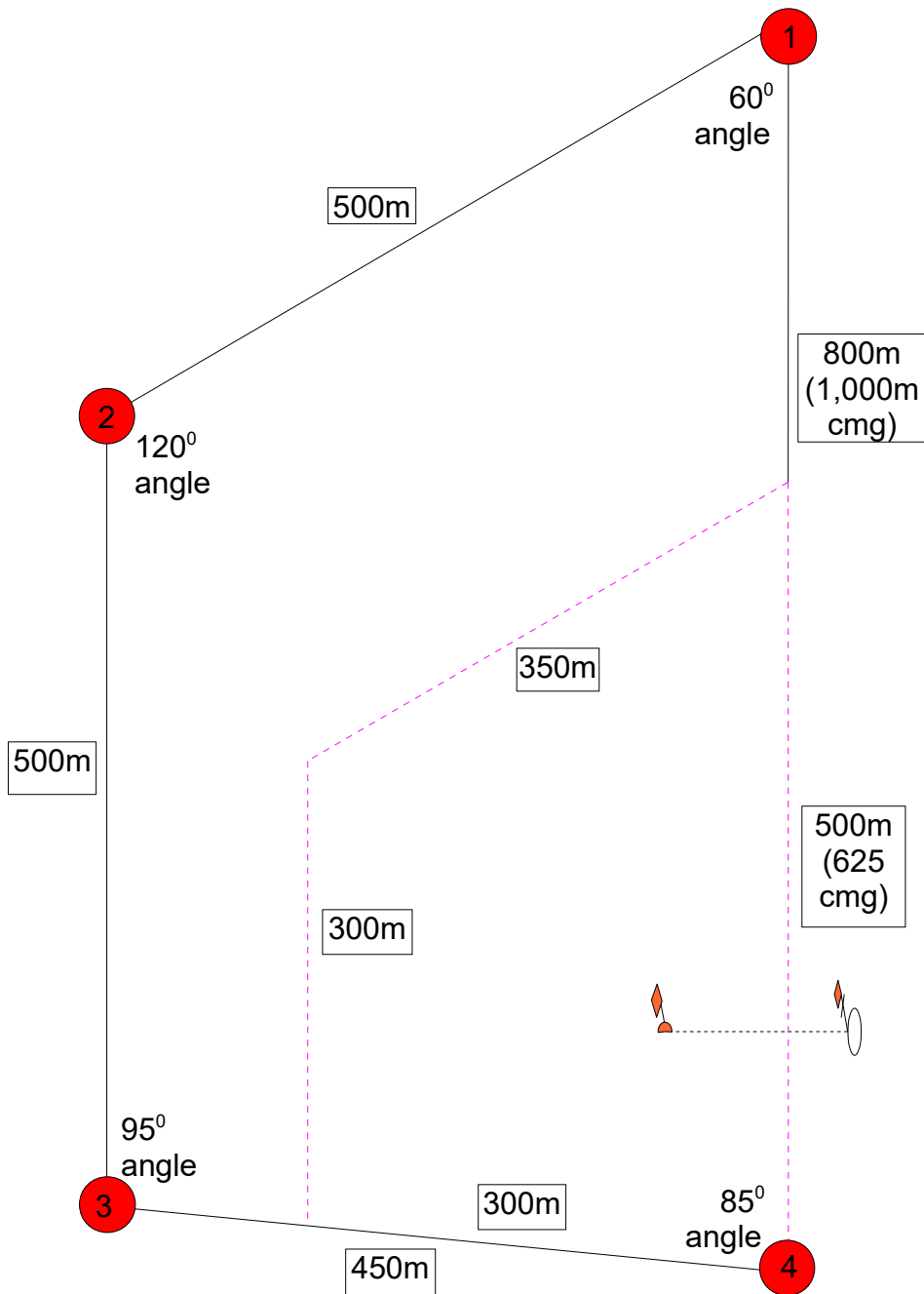
Distances are examples to achieve an approximate lap time of 10-15 minutes

Black lines = Moderate to Fresh Winds

Magenta lines = Light Winds (0-5 knots)

“CMG” (Course Made Good) shows total distance sailed when beating

Red marks should be left to PORT. The Start / Finish line is also an Upwind Gate



## Standard Course layout (2)

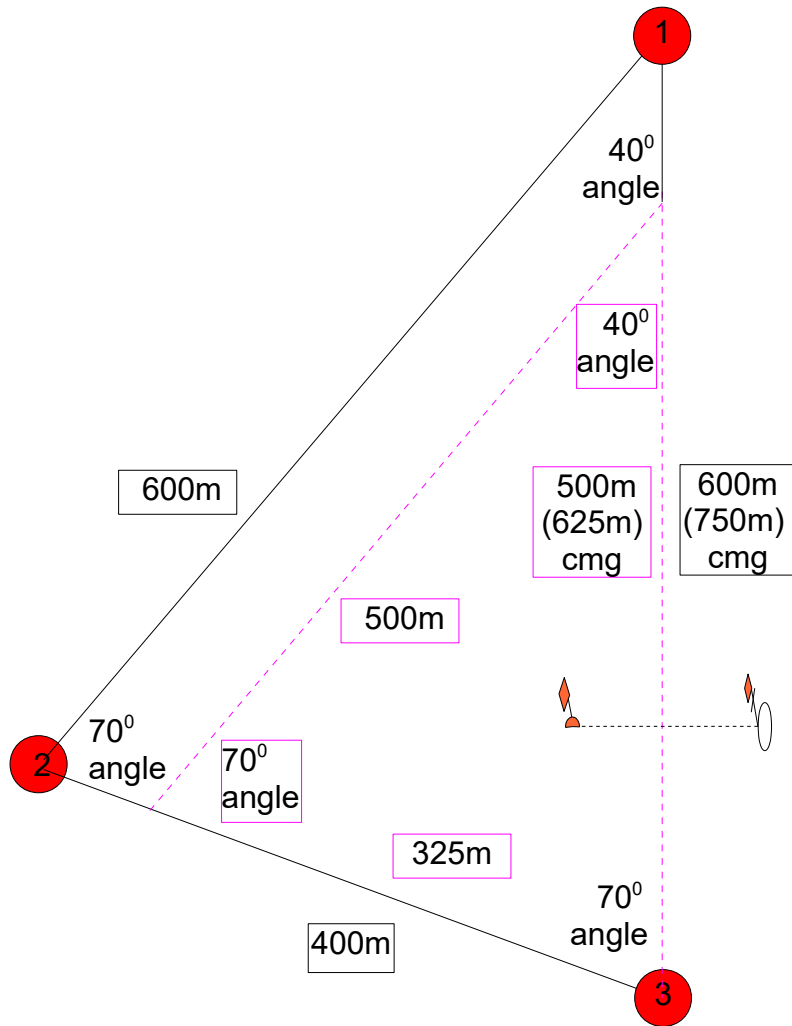
Distances are examples to achieve an approximate lap time of 10-15 minutes

Black lines = Light Winds (3-6 knots)

Magenta lines = Very Light Winds (0-3 knots)

“CMG” shows total distance sailed when beating

Red marks should be left to PORT. The Start / Finish line is also an Upwind Gate



### Standard Course layout (3) – Any Wind Strength

Distances are examples to achieve an approximate lap time of 10-15 minutes

“CMG” shows total distance sailed when beating

Red Marks – Leave to Port, Green Marks - Leave to Starboard.

The Start / Finish line is also an Upwind Gate

