



BRIGHTON MARINA
YACHT CLUB

Sailing Instructions



**BRIGHTON MARINA
YACHT CLUB**

BMYC Sailing Instructions

PREAMBLE

Welcome,

Racing at Brighton Marina Yacht Club is the purpose on which our Club was founded.

Since 1978 we have built a reputation for competitive year-round, mixed fleet racing. Our race calendar shows the full range of the activities we offer. These include inshore courses around our own special purpose buoys off Brighton Marina, Longshore and Coastal events, and collaborations with other Clubs to organise cross channel races.

We race under both IRC and RYA National Handicap Scheme for Cruisers (NHC), with all competing boats scored NHC for all races and our 'premier' series racing providing for IRC and NHC dual-scoring, where the person-in-charge has submitted an IRC rating certificate.

Thanks to the generosity of our sponsors, we are able offer wine prizes for all premier races, and we recognise the effort put-in by crews and skippers with crystal and trophies for the top three boats in each series, at regular prize-giving dinners.

Guided by BMYC Race Committee (RaceComm), racing at Brighton aims to be at the forefront of competitive Club racing. We do have a few rule amendments and local practices, which may differ from other Clubs. These are aimed at retaining that all important safe and fair competition.

To help competitors these sailing instructions contain guidance notes where appropriate adjacent to a rule to provide insight to that rule's reasoning and purpose. If all-else fails, and more clarity is needed please get in touch with RaceComm by email at racing@bmyc.org – we are here to help...

Greg Driver
Rear Commodore Racing

1 March 2021



Affiliated Brighton Marina Boat Club is an RYA Affiliated Member Organisation

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ORGANISING AUTHORITY

The Race Committee (Race Comm) of:

Brighton Marina Boat Club, Western Concourse, Brighton Marina, Brighton, East Sussex, BN2 5UP, UK

Email: racing@bmyc.uk – Website: <http://bmyc.uk>

n.b. In this document: ‘Race Management Team’ means the Race Officer of the day and any assistants accompanying the Race Officer.

SCOPE OF THIS DOCUMENT

BMYC Sailing Instructions will prevail over all BMYC Racing events where no event specific sailing instructions are enacted.

n.b. Event Specific Sailing Instructions refers to events where the format of racing may differ significantly from the BMYC default format – events such as Dieppe Dash and Regattas may have event specific sailing instructions.

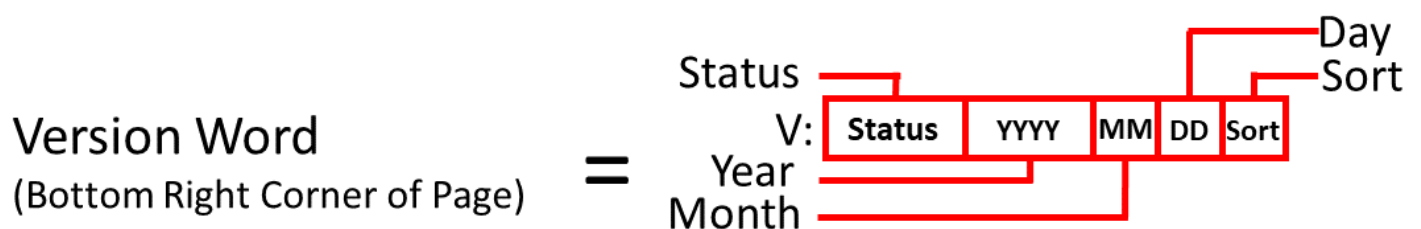
HOW TO USE THIS DOCUMENT

Articles

- Articles of this publication are formed in sections consisting of rules, guidance, and information on a common theme of the section, structured by a title with Articles and sub-Articles descending in chronological order.
- Articles of this publication are reflected in the ‘Contents’ table as hyperlinks to aid navigation within this publication. Double-clicking a hyperlink will change the display to the page assigned to the hyperlink.
- Hyperlinks within an Article point to:
 - [Original content referenced in this publication](#)
 - [External content referenced in this publication](#)
- Text single bordered at left and right margins marks content first published in this revision.
- Section Header double bordered at left and right margins marks all content in the section has previously been published in two or more sections in earlier revisions and combined to form a single section in this revision.
- Italic text in this document forms guidance notes - does not form a rule of this document, the text is intended for assistance purposes only. A protest or request for redress based on guidance notes will be denied.*
- Obsolete content is removed from this revision without reference.

Version

- Version referencing of this publication is formed of individual elements assembled to form a ‘Version Word’:



n.b. Document Status will be Draft or Final - A ‘Final’ version is a version published outside of the revision team. A protest or request for redress based on content published under DRAFT status will be denied.



BMYC Sailing Instructions

1. RULES

- 1.1 Unless specifically stated otherwise, racing will be governed by the rules as defined in the most recent publications stated below:

n.b.: a link to the publication may be displayed with the publication title

- a) World Sailing Racing Rules of Sailing: <https://www.sailing.org/tools/documents/WSRRS20212024FinalwithChgsandCorrecns201113-%5b26798%5d.pdf>;
and
b) The Sailing Instructions of Brighton Marina Boat Club: <http://bmyc.uk/racing/racing-information/>;
c) Supported by the most recent publications stated below:
(I) BMYC Safety Regulations: <http://bmyc.uk/racing/racing-information/>;
(II) The RYA Racing Charter: <https://www.rya.org.uk/SiteCollectionDocuments/Racing/RacingInformation/RacingCharter/Racing-Charter.pdf>;
(III) The BMYC National Handicap for Cruisers scheme (NHC): <http://bmyc.uk/racing/racing-information/>;
(IV) IRC Rules 2021 <https://ircrating.org/wircp-content/uploads/2020/11/IRC-2021-Rule-Definitions.pdf>.

n.b. There is no substitute for learning the procedures in the rules and knowing when and how to act to maintain fair competition and good conduct on-the-water - Competitors are encouraged to download and carry aboard copies of the publications stated in [Article 1.1](#).

- 1.2 Class Association Rules shall not apply.

n.b. Where a boat does not fully meet requirements of [BMYC Safety Regulations](#) the person-in-charge may submit an application in writing to RaceComm requesting dispensation stating the specific articles of the [BMYC Safety Regulations](#) and grounds forming the request for dispensation.

- 1.3 The person-in-charge shall ensure a copy of the boat's most recent Insurance Certificate is registered with Race Comm to confirm:

- a) the name of the boat, the name of person-in-charge, and the name of any surrogate;
b) if the boat is insured for racing;
c) a minimum third-party liability cover of £3,000,000 per event or the equivalent.

n.b. In event Insurance cover lapses, is withdrawn or not valid for any reason the boat shall not compete.

- 1.4 A boat's sail number shall remain consistent over the series unless a written request to change the sail number is approved by Race Comm.

- 1.5 Where safety rules conflict, the higher specification shall prevail.

- 1.6 In the event of conflict between [BMYC Race](#) Management documents, including but not limited to the Notice of Race and Sailing Instructions, the Notice of Race shall take precedence.

n.b.: BMYC Sailing Instructions provides an overall framework for all BMYC racing events, the document is published at start of each year. Series specific rules are published in the Notice of Race, publication is aligned to the date a series is about to commence.

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2. RULES CHANGED BY THIS DOCUMENT

2.1 RaceComm may amend race management documents as required; amended versions will be annotated in sequential order of Version Word as stated in 'How to Use This Document':

- a) It remains the sole responsibility of the person-in-charge to verify race management documents prior to competing.
- b) Failure to observe the current version of any race management document shall not provide grounds to protest or request redress.

n.b. Competitors are encouraged to hold a clear understanding where national rules are changed by [BMYC Race Management Documents](#) – In many situations it is simply a matter of communicating with RaceComm when considering how rules apply to your boat – If in doubt, ask - RaceComm is here to help you....

2.2 Specific World Sailing Racing Rules of Sailing changed by this document:

- a) [RRS Rule 26](#) – Race Signals, is changed by Article [8.4b](#))
- b) [RRS Rule 35](#) – Time Limit and Scores, is changed by Article [9.4](#)
- c) [RRS Rule 44.1](#) – Penalty Turns, is changed by Article [11.4](#)
- d) [RRS Preamble to Part 4](#) is changed by Article [0](#)
- e) [RRS Race Signals](#) – Use of Flag Signals, is changed by Article [8.3](#) and Article [9.3](#)
- f) [RRS Appendices A4](#) – Scoring, is changed by Article [9.4](#) and Article [12.1](#)
- g) [RRS Appendices A5](#) – Scoring, is changed by Article [9.4](#)

2.3 Specific IRC Rules changed by this document:

- a) [IRC Rule 8.2.2](#): A boat racing under IRC will hold a current valid rating certificate; with exception a boat may compete in the Frostbite Series using the most recent rating certificate from the previous year.

n.b. A rating certificate issued during the Frostbite Series is deemed valid from date of issue.

- b) [IRC Rule 22.1.1](#) will apply to all competing boats regardless of scoring regime; 'bunk cushions may be removed; no compensating weight need be carried'.
- c) [IRC Rule 22.4](#) is deleted and replaced by 'Subject to a decision by the person-in-charge and rules forming the [BMYC Safety Regulations](#), no restriction will apply to the maximum number of crew that may sail aboard a boat; no restrictions on crew weight will apply'.

3. ADVERTISING

3.1 Boats competing in [BMYC Racing](#):

- a) will not display advertising where advertising challenges agreements between [BMYC](#) and our Sponsors;
- b) may be required to display event specific advertising provided by RaceComm as a condition of competing.

n.b. The person-in-charge will gain agreement of RaceComm prior to displaying advertising – a request will be submitted in writing (email accepted).

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4. COMMUNICATION (NOTICES TO COMPETITORS, CHANGES TO SAILING INSTRUCTIONS, SIGNALS MADE ASHORE, RADIO COMMUNICATION)

- 4.1 It remains the responsibility of the person-in-charge to ensure:
- a) the currency and content of race management documents is communicated to crew;
 - b) the boat is able to maintain two-way communication with the race management team via marine band VHF Radio, during the race meeting.

n.b. Failure to maintain requirements of [Article 4.1](#) prior to competing may result in a protest or request for redress being dismissed.

- 4.2 Communication between Race Comm, race management team, and competitors shall be as defined in the tables of Article [4.2](#):
- a) Background support and admin, including but not limited to changes to documents, race results and general information will be communicated as per [Table 4.2\(a\)](#):

Table 4.2(a)

Description	Primary Means	Alternative Means
Race Management Documents	BMYC Website	RM WhatsApp Group, Email , Notice Board
Race Results	BMYC Website	RM WhatsApp Group, Email , Notice Board
General Information	RM WhatsApp Group	Email , Notice Board, BMYC Website

- b) Race fleet ashore during race meetings will be communicated as per [Table 4.2\(b\)](#):

Table 4.2(b)

Description	Primary Means	Alternative Means
Postponed Race Start	RM WhatsApp Group	Flagstaff, Notice Board, Email
Competitor Instruction/Information	RM WhatsApp Group	IC Flag Lima, Notice Board, Email
Sign-On/Declare	RM WhatsApp Group	

** A numeral pennant displayed at a flagstaff ashore shall signify the number of 30minute periods in any postponement.*

- c) Race fleet on the water during race meetings will be communicated as per [Table 4.2\(c\)](#):

Table 4.2(c)

Description	Primary Means	Alternative Means
Race Signals	Flags (RRS Race Signals)	VHF Ch77
Course Announcement	VHF Ch77	RM WhatsApp Group
Race Instructions	VHF Ch77	RM WhatsApp Group IC Flag Lima IC Flag Yankee

- 4.3 The default Race Frequency will be Marine Band VHF Channel 77.
- 4.4 The race management team call-sign is 'BMYC Race control'.
- 4.5 The fleet call-sign is 'BMYC Race Fleet'.

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5. SCHEDULE OF RACES

- 5.1 The number of races scheduled to run in any series, date, and time of each race, how to enter and sign on procedure is declared in the Notice of Race aligned to the specific Series. See [BMYC Website](#).
- 5.2 Dates and times of racing declared in the most recent publication of the Notice of Race will hold precedence over the Race Calendar. Where dates and times of racing declared in the most recent version of the Notice of Race differs from dates and times of racing declared in Race Calendar this shall not provide grounds to protest or request redress. [See Article 4.2](#).
- 5.3 Races will be run in sequential order. The number of races to be run on each day of racing, aligned to any Notice of Race, will default to one; RaceComm may declare additional races to be run per day of racing.
- 5.4 when a race is not run:
- Pursuit and Sunday Series:** the race not run will form the first race of the next sailing day of the same series. Races not run by the end of the series are deemed abandoned.
 - Commodore's Cup:** a race not run due to postponement of the aligned Pursuit or Sunday series race will be run the next Sunday of racing within the same Sunday series; if not run the race is deemed abandoned.
 - Coastal, Longshore, Offshore and Wednesday:** races not run on the scheduled date are deemed abandoned.
- 5.5 Where the number of boats which are signed on and arrive at the start area:
- is one or less in any single group, the race for the group will not be run, instead the race for the group is deemed abandoned.
 - is one or less in all groups, the race will not be run, instead the race is deemed Postponed. Races not run by the end of the series are deemed abandoned.

6. CLASS FLAGS

- 6.1 Class flags will be declared in the Notice of Race aligned to the specific Series.
- 6.2 All competing boats are required to display the class flag from the backstay appropriate to the class of entry, or, in the absence of a backstay, an alternative conspicuous position abaft the beam.

n.b. It is a requirement to display a class flag to: (i) identify boats competing in the race from other marine traffic; and (ii) score boats correctly within the correct group – where groups are combined (single group), and where it is not possible to display the class flag stated in the Notice of Race aligned to the series, with agreement of the race officer the natural class flag aligned to the group may be displayed without penalty.

7. COURSE TO SAIL (COURSES, MARKS, DESIGNATED AREAS OF OBSTRUCTION)

- 7.1 The sailing area will be:
- Inshore and Longshore:** the English Channel adjacent to the entrance to Brighton Marina between longitude 0 deg 0'54.17E (Friars Bay Outfall Buoy) and longitude 0 deg 19.50'W (Beechams Buoy) and up to 3NM offshore.
- 7.2 **Coastal and Offshore:** declared in the Notice of Race.
- 7.3 The Course for each race will be announced as stated in [Article 4](#).
- 7.4 Courses may be marked by fixed special purpose buoys or laid inflatable marks or any combination of each.

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- 7.5 Use of a buoy at the start line and adjacent to the race control vessel as an inner distance mark shall form part of the race management vessel; the buoy does not form a buoy of the start line.
- 7.6 A chart giving the location of [BMYC](#) fixed special purpose buoys may be downloaded from the [BMYC website](#) <http://bmyc.uk/racing/buoys/>.
- 7.7 Description and location of Laid Buoys will be confirmed by the race management team prior to the first warning signal.
- n.b. Under circumstances where a laid inflatable mark on-station: (i) differs from the description in keeping with Article [7.7](#); and/or, (ii) confirmed separately from the course announcement, a protest or request for redress may be dismissed.*
- 7.8 Competing boats are required to keep clear of the area between an inshore line marked by a row of small yellow buoys parallel to the shoreside water line; this area is designated for swimming only.
- 7.9 The area covered by radius of 200mtrs adjacent to the entrance to a Marina or other inland waterway is excluded from the race area in order general marine traffic may navigate unhindered.

8. THE START

- 8.1 The Race Officer may start a race from: (i) a Race Control Vessel, or (ii) a Shore Based Location, or (iii) via a 'Gate Start'. See [BMYC Race Management Manual](#).
- n.b. It is intended races will start at the time published in the most recent version of the Notice of Race - The person-in-charge is required to ensure sufficient time is allowed to make passage from berth to the race area.*
- 8.2 To alert competitors a first start sequence is about to begin:
- if the default race control vessel is on station, an orange flag will be displayed at least five minutes before the first warning signal is made;
 - if managing the race from any location other than the default race control vessel, a verbal announcement will be made via Marine Band VHF Radio on the Race Frequency at least five minutes before a warning signal is made.
- n.b.: an answering pennant removed within the timeframe of article [8.2](#) shall not provide grounds to protest or request redress.*
- 8.3 Race Signals made during the start sequence managed at the default race control vessel will default to:
- displaying and removing flags at the timed intervals stated in [RRS Rule 26](#) and [RRS Race Signals](#);
 - with a first warning signal made at five minutes prior to the start.
- 8.4 Race Signals made during the start sequence managed at any location other than the default race control vessel:
- flag signals may be superseded with verbal announcements via marine band vhf radio on the race frequency;
 - at the timed intervals defined in [RRS Rule 26](#). This changes [RRS Rule 26](#) and [RRS Race Signals](#).
 - with a first warning signal made at five minutes prior to the start.
- 8.5 At the start sequence for second and subsequent groups, the warning signal will default to the start signal of the immediately preceding start.

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- 8.6 Subject to the preparatory flag displayed in the start sequence, where the IC flag 'X Ray' is displayed boats shall return to the pre-start side of the start line via a correct route and:
- start before the following start, or
 - wait until all starts in the order of start sequence are completed.

n.b.: a group starting before end of the order of starts in sequence and subject of a general recall may be started after the order sequence is completed; I.E. 'tagged-on-the-end'.

- 8.7 Competitors whose warning signal has not been made are required to keep clear of the starting area, from time of the first warning signal until the warning signal of the group in which the boat is competing, to avoid impeding boats under start sequence.
- 8.8 No "spinnaker" or "gennaker" is to be used from time of the warning signal aligned to group under start sequence until clear of the start line.

n.b. The terms "spinnaker" and "gennaker" are to be interpreted as defined in [Section G – Sail Definitions, Equipment Rules of Sailing 2021-2024](#). See [RRS Rule 55.4](#).

9. THE FINISH

- 9.1 The Race management team may finish a race via:
- Race control vessel** - The default Race control vessel at a Finish will be a blue hulled motor launch named MV Admiral Jack. RaceComm may substitute another Vessel as the Race control vessel at a Finish.
- or
- Shore Based Station** –The location of the Shore Based Finish will form part of the course instructions.
- or

Take Own Time – Races other than Sunday Series only and where include in the Race Instructions. See [BMYC Race Management Manual](#)

- 9.2 Race signals made on the default race management vessel at a finish or shorten-course will default to displaying and removing flags. [See RRS Race Signals](#);
- 9.3 At any other location than the default race management vessel at a finish or shorten-course, race signals (flag signals) may be superseded with verbal announcements via marine band vhf radio on the race frequency. This changes [RRS Race Signals](#).
- 9.4 Where a boat which has sailed the course and arrived at the finish: (i) in excess of the time-out limit declared in the Notice of Race aligned to the specific Series the boat will not be recorded finished, instead:
- the boat will be recorded as did not finish (DNF),
 - the time of crossing the finish line will be recorded,
 - a sound signal will not be made.

n.b.: The person-in-charge may notify impending arrival at the finish line via marine band vhf radio on the race frequency, this is particularly useful where adverse visibility conditions prevail.

The race management team may confirm a boat as finished via hailing or a verbal announcement on marine band vhf radio on the race frequency – failure of the race management team to confirm a boat as finished in this context shall not provide grounds to protest or request redress.

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10. DECLARATION

10.1 It remains the responsibility of the person-in-charge of a competing boat to ensure declaration is completed in accordance with the Notice of Race:

Pursuit, Sunday, Longshore, Coastal and Offshore: on each day of racing, no later than 90 minutes after the boat has finished the last race of the day.

Wednesday, fun-race: on each day of racing, no later than 60 minutes after the boat has finished the last race of the day.

To confirm:

- a) The Boat has sailed the course and has finished;
- b) The Boat has complied with the Rules as stated in the Guidelines aligned to the race;
- c) The Boat is within 'Safe Haven' and all crew are ashore.

10.2 Boats failing to complete declaration in accordance with [Article 11.1](#) shall be score via the scoring abbreviation DND (Did Not Declare) without a hearing, DND carries the equivalent score of DNC.

11. PENALTY SYSTEM (PROPULSION, PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS)

11.1 Boats on course side (OCS) at time of the **starting signal** and:

- a) where the IC Flag 'Papa', or IC Flag 'India', or IC Flag 'Zulu' is used as the preparatory signal in the start sequence offending boats shall be recorded (OCS) in the race record until such time she corrects and starts and if she fails to correct and start, she shall be scored via the scoring abbreviation OCS in the results;
- b) Where IC flag 'Uniform', or IC flag 'Zulu' is used as the preparatory signal in the start sequence, offending boats shall be scored via the scoring abbreviation DNE in the results without a hearing.

n.b.: it is important for competitors to be able to instantly interpret flag signals used in start sequences and, at a shorten course/finish and, how to finish correctly – [Flags and their definitions can be found on the cover of RRS.](#)

11.2 A boat breaking [RRS Rule 42.1](#) and/or [RRS Rule 42.2](#) whilst racing shall be scored using the scoring abbreviation DNE without a hearing, with exception of where engine power is required under [RRS Rule 42.3\(i\)](#):

- a) by the start boat during a gate start
- b) for safety reasons and:
 - (I) solely used for the minimum duration required, and
 - (II) without gaining advantage.

11.3 A list of boats that have been penalised under [Article 12.1](#) (OCS) or, [Article 12.1](#) (DNE) or, [Article 10.4](#) (DNF) or, [Article 10.5](#) (DNF), will be declared in the published results.

11.4 With exception of where [RRS Rule 44.1\(b\)](#) applies, a boat may take a one turn penalty when she may have broken one or more rules of [RRS Part 2](#) or [RRS rule 31](#) in an incident while racing. See [RRS Rule 44.1](#).

n.b.: It can be difficult to instantly recall and interpret the [rules of RRS](#) regarding number of penalty turns for breaking rules of [RRS part 2](#), and separately, for breaking [RRS Rule 31](#) when in a difficult situation; also, it can be difficult to determine if a boat has taken one or two penalty turns – for these reasons the RYA suggest clubs might use the latter part of [RRS Rule 44.1](#) to define a single penalty turn for all breaches of [RRS Part 2](#) and [RRS rule 31](#) on basis it is clear if a boat has taken a penalty turn without having to confirm how many penalty turns.

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11.5 With exception of when IC flag ‘Zulu’ is used during a start sequence, scoring penalties, shall not apply. See [RRS Rule 30.2](#) and [RRS Rule 44.3](#).

11.6 Registered breaches of Rules, Incidents and Requests for Redress will be resolved via the following procedure:

a) Competitors wishing to register a protest or seek redress shall:

(I) in the first instance, accept an advisory hearing.

In event an advisory hearing does not resolve the matter:

(II) proceed to an Arbitration Meeting, or

(III) proceed to a Protest Hearing.

Advisory Hearing: Informal - A party may request an advisory hearing via Race Comm. RaceComm will notify any additional parties involved in the incident, arrange for a single adviser, and call an informal hearing to learn the circumstance of the incident. The Advisor will state whether any rule may have been broken, and by which party. A decision by the advisor is for educational purposes. Resulting from the advisory hearing a matter may not progress to a protest where appropriate resolution is taken.

Arbitration Meeting: An arbitration meeting may be held prior to a protest hearing for each incident resulting in a protest by a boat involving one or more [RRS rules of Part 2](#) or [RRS rule 31](#) but only if each party is represented by a person who was on board at the time of the incident. RaceComm will notify parties involved in the incident and no witnesses will be permitted. However arrange for a single adviser if the arbitrator decides that [RRS rule 44.1\(b\)](#) may apply or that arbitration is not appropriate the meeting will not be held and if a meeting is in progress it will be abandoned.

Arbitrator’s Opinion: Based on the evidence given by the parties, the arbitrator will offer an opinion as to what a protest hearing is likely to decide:

(i) the protest is invalid,

(ii) no boat will be penalized for breaking a rule,

(iii) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

Meeting Outcomes After the arbitrator offers an opinion:

(IV) a boat may take a Post-Race Penalty, and/or

(V) a boat may ask to withdraw her protest.

The arbitrator may then act on behalf of the protest committee in accordance with [RRS rule 63.1](#) to allow the withdrawal. Unless all protests involving the incident are withdrawn, a protest hearing will be held.

n.b.: In event the matter is resolved at an Arbitration Hearing the matter shall be deemed resolved, a Protest Hearing shall be denied unless evidence not previously available is presented later.

Protest Hearing:

n.b.: Competitors are advised to read [RRS Rule 61](#) – Protest Hearings, before registering a Protest or Request for Redress

b) A protest or request for redress, by a boat, or by the race management team, about an incident in the racing area, shall be:

(I) notified to the race management team on or before finishing

(II) registered with RaceComm via the protest form no later than:

Description	Primary Means
Pursuit, Sunday, Longshore, Coastal and Offshore	90 mins after the last race of the day finishes
Evening Races	60 mins after the last race of the day finishes

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- c) A notice of protest or request for redress registered with RaceComm will be declared via [BMYC Race Management](#) WhatsApp group no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Date, Time, and location of the first hearing will be declared in the notification.
- d) RaceComm will endeavour to arrange a hearing to take place on the date the protest or request for redress is registered; in all circumstances, a first hearing will take place not later than one day following the date of registration. In event it is not possible to conclude the matter via the initial hearing, the date of any subsequent hearing will be notified at the first hearing.

n.b.: Hearing Form can be downloaded via the documents page of [BMYC website](#)

12. PLACINGS AND PRIZES

12.1 The scoring regime will be stated in the Notice of Race aligned to the series. In accordance with [RRS Appendix A4](#), racing may be scored via:

- a) **Low Point Scoring** – Provisions of RRS appendix A shall apply with exception [RRS appendix A5.2](#) is deleted and replaced by [RRS appendix A5.3](#).
- b) **High Point Scoring** – The RORC High Points Scoring (Cox-Sprague) System shall apply. [RRS appendix A5](#) is deleted.

n.b.: The Organising Authority wish to draw the competitor's attention to the provisions of [RRS Rule 90.3](#).

12.2 Boats unknown to RaceComm are required to register with RaceComm via the NHC Registration form prior to competing - <http://bmyc.uk/racing/racing-information/>.

12.3 Subject to the provisions of [Article 13.1](#) a boats' series score shall allow the number of discards specified in the Notice of Race aligned to the series. Where the number of discards is not specified in the Notice of Race all races are to count toward the series score. Failure to declare discards in the Notice of Race shall not provide grounds to protest or request redress

12.4 A provisional list of race results may be posted as soon as possible after the last boat has finished the race. Race results are deemed unconfirmed until official results are published. Series results will be based on official race results published following the last race of the Series. [See Article 4.2](#)

12.5 A boat accepting a race officer duty, providing the race officer duty is completed, will be scored:

- a) **Not competing in the race:** she shall be awarded points equal to the average points of all races in which she has competed during the Series (rounded to the nearest whole point).
- or
- b) **Competing in the race:** she shall be awarded points determined from her elapsed time in the scoring of the race.

13. SAFETY

13.1 Safety Classification applied to individual races will be declared in the Notice of Race as defined in [table 14.1](#):
Table 14.1

#	Race Definition	
a)	Inshore	Racing events having all elements less than 3NM offshore
b)	Coastal	Racing events having an element greater than 3NM and less than 15NM offshore
c)	Offshore	Racing events having an element greater than 15NM offshore

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- 13.2 All competing boats shall complete online entry as stated in the Notice of Race.
- 13.3 All competing boats shall sign on under way and no later than 10mins before the start. Boats signing on after 10mins before their start may be accepted at discretion of the race officer.
- 13.4 A boat retiring from a race shall notify the Race management team on leaving the race area.
- 13.5 All competing boats shall complete the declaration in accordance with the [Articles of Section 11](#), Declaration.
- 13.6 The person in charge shall assign a member of the crew aboard as surrogate to immediately take over responsibilities of the person-in-charge in the event of incapacity; the nomination of a surrogate shall be communicated to all persons aboard prior to departing the berth.
- 13.7 Life Jackets shall be worn at all times whilst underway:
- a) when flag Yankee is displayed at:
 - (I) the shoreside flagstaff, or
 - (II) a race control vessel, or
 - (III) a shoreside race control station,
 - or
 - b) a verbal announcement is made on Marine Band VHF Radio on the Race Frequency to the effect IC Flag Yankee is displayed.
- 13.8 A boat may be inspected for compliance with safety requirements at any time by a person appointed by RaceComm for that purpose.
- 13.9 Any boat refusing or found failing to comply with any aspect of the safety regulations may be subject to protest.

14. BEHAVIOUR

- 14.1 The Person-in-Charge of a boat competing in [BMYC racing](#) events, and/or sailing under the [BMYC](#) banner, will be held responsible for the behaviour and actions of all crew at all times during the Race meeting.
- 14.2 Any misbehaviour which is deemed by RaceComm as likely to bring the name of the Brighton Marina Boat Club into disrepute will render the boat, including her crew, disqualified from the race meeting without a hearing; serious occurrences could result in the boat, including her crew, being banned from taking part in future events hosted at Brighton Marina Boat Club.

15. DISCLAIMER OF LIABILITY

- 15.1 Competitors participate in BMYC racing events entirely at their own risk. The responsibility for a decision to participate in a racing event or to continue competing, including but not limited to, the safety of a boat and her crew, is the sole and inescapable responsibility of the Person in Charge.
- 15.2 RaceComm will not accept liability for material damage or personal injury or death sustained in conjunction with, during, or as a result of a BMYC racing event.

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- 15.3 It is stressed that Competing owners and crews are expected to observe and embrace the provisions of the Safety Regulations at all times, which include, but not limited to:
- a) The boat is fully found and seaworthy; this includes both, construction, and maintenance; will be maintained and found such that the boat may be declared seaworthy at all times whilst under way; under circumstances whereby the condition of a boat ceases to be seaworthy and/or found she will:
 - (I) notify the race management team, and
 - (II) retire from the race with immediate effect, and
 - (III) make for safe haven.
 - b) The skills/experience of each crew member aboard is:
 - (I) sufficient to warrant as competent at sea under the prevailing conditions, and
 - (II) familiarised with the location of equipment aboard and how to use said equipment.
 - c) All boats shall be equipped with lifejackets sufficient to equip each person aboard. See [BMYC Safety Regulations](#).
 - d) The safety equipment carried aboard is adequate, of serviceable condition, and commensurate with the premise of self-rescue.

16. FURTHER INFORMATION

- 16.1 RaceComm will be pleased to assist with any queries regarding competing in racing events at Brighton Marina Boat Club:
- a) contact details can be found under Organising Host at the start of Page one of this document;
 - b) Self-Help resources can be found on the [Racing pages of BMYC website](#):
- Race Documents can be found on the [racing information pages of BMYC website](#)
 - Race Calendar can be found on the [race calendar page of BMYC website](#)
 - Handicaps and Ratings can be found on the [handicaps page of BMYC website](#)
 - Race Results will be posted to the [results page of BMYC website](#)