



BRIGHTON MARINA
YACHT CLUB

SAILING INSTRUCTIONS

FINAL-20220207-0



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 series 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



Brighton Marina Boat Club is an RYA Affiliated Member Organisation

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ORGANISING AUTHORITY

The Race Committee (RaceComm) of:

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

Email: racing@bmyc.uk – Website: <https://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.

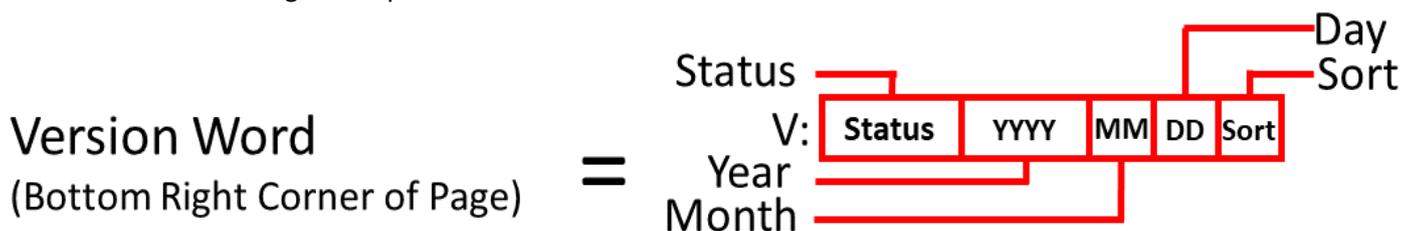
HOW TO USE THIS DOCUMENT

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.
- **Text highlighted in RED marks content published earlier and amended 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 resource location of the publication may be displayed with the publication title

- a) World Sailing Racing Rules of Sailing ([https://www.sailing.org/tools/documents/RRS20212024Finalwithbookmarks-\[27255\].pdf](https://www.sailing.org/tools/documents/RRS20212024Finalwithbookmarks-[27255].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](#);
 - (ii) The [RYA Racing Charter](#);
 - (iii) The [BMYC National Handicap for Cruisers scheme](#) (NHC);
 - (iv) [IRC Rules and Definitions 2022](#).

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 RaceComm to confirm:

- a) dates of the period of cover;
- b) the name of the boat, the name of person-in-charge, and the name of any surrogate;
- c) the boat is insured for racing;
- d) 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 RaceComm.

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

1.6 In the event of conflict between the Notice of Race and Sailing Instructions, the Notice of Race shall take precedence.

n.b.: BMYC Sailing Instructions provides a framework for all BMYC racing events, published annually. Series specific rules are published in the Notice of Race, publication is aligned to the date of a series.

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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 currency of race management documents prior to competing.
- b) Failure to observe currency 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 or enacted by this document:

- a) [RRS Rule 26](#) – Race Signals, is changed by Article 8.3c)**Error! Reference source not found.**
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- b) [RRS Rule 35](#) – Time Limit and Scores, is changed by Article 9.3
- c) [RRS Rule 44.1](#) – Penalty Turns, is changed by Article 11.4
- d) [RRS Rule 40](#) is enacted under Article 13.1013.10
- e) [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 9.3 and Article 12.1
- g) [RRS Appendices A5](#) – Scoring, is changed by Article 9.3

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 is deemed valid from date of issue.

- b) [IRC Rule 22.1.1](#) shall apply to applies to all boats regardless of scoring regime, according to Safety Category:
 - (i) BMYC Inshore: 'bunk cushions may be removed; no compensating weight need be carried'.
 - (ii) BMYC Coastal and BMYC Offshore: 'bunk cushions shall be carried in their normal positions while racing'
- 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](#) events:

- 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 must gain agreement from RaceComm prior to displaying advertising

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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 instructions is communicated to crew;
- b) the boat is able to maintain two-way communication with the race management team via marine band VHF Radio on the race frequency, 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 RaceComm, race management team, and competitors shall be as defined in the tables of Article 4.2 **Error! Reference source not found.:**

- 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	Secondary 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

n.b. Competitors are advised to maintain regular surveillance of communications means for purposes of currency

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

Table 4.2(b)

Description	Primary Means	Secondary Means
Postponed Race Start*	RM WhatsApp Group	Flagstaff, Notice Board, Email
Competitor Instruction	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	Secondary Means
Sign-On/Declare	RM WhatsApp Group	
Race Signals	Flags (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 date and time of each race, and how to enter and sign-on, is published in the Notice of Race aligned to the specific Series. See [BMYC Website](#).

n.b. Dates and times of racing published in the Live Race Calendar or most recent publication of the Notice of Race will hold precedence over the Year-to-View Race Calendar. Where dates and times of racing published in the Live Race Calendar or most recent version of the Notice of Race differ from dates and times of racing published in the Year-to-View Race Calendar this shall not provide grounds to protest or request redress. [See Article 4.2](#).

5.2 Races will be run in sequential order. The number of races scheduled to be run on each day of racing is published in the Notice of Race; RaceComm may declare additional races to be run per day of racing.

5.3 when a race is not run:

- a) **Premier Series and Regatta:** the race not run will form the next race of the same series. Races not run by the end of the series are deemed abandoned.
- b) **Commodore's Cup:** a race not run will be run the next Sunday of racing **within the same calendar month**; if not run the race will be deemed abandoned.
- c) **All Other Races:** races not run on the scheduled date are deemed abandoned.

n.b. Premier Races are Frostbite, Spring, Early Summer, Mid-Summer, Late Summer, Autumn, and Winter Series

5.4 Where the number of boats which are signed on and arrive at the start area:

- a) is one or less in any single group, the race for the group will not be run, instead the race for the group shall be deemed abandoned.
- b) is one or less in all groups, the race will not be run, instead the race shall be deemed Postponed.

5.5 Races not run by the end of the series are deemed abandoned.

6. CLASS FLAGS

6.1 All competing boats are required to display the class flag appropriate to the class of entry from the backstay in the absence of a backstay, an alternative conspicuous position abaft the beam.

6.2 The Class flag to display will be published in the Notice of Race aligned to the specific Series.

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.

7. COURSE TO SAIL

Courses, Marks, Designated Areas of Obstruction

7.1 The sailing area will be:

- a) **Inshore and Longshore:** the English Channel adjacent to the entrance to Brighton Marina, between longitude 00 deg 0.54'E (Friars Bay Outfall Buoy) and longitude 00 deg 19.50'W (Beechams Buoy,) and up to 3NM offshore.
- b) Coastal and Offshore: published in the Notice of Race.

n.b. See Article 13.1 for Safety Classification

7.2 The Course for each race will be announced as stated in Article 4.2.

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- 7.3 Courses may be marked by fixed special purpose buoys, laid inflatable marks, **virtual mark (Lat/Long coordinates)**, or any combination of each.
- 7.4 Description and location of Laid Buoys and virtual marks will be confirmed by the race management team with course information.

n.b.

*(i) A chart giving the location of **BMYC** fixed special purpose buoys may be viewed/downloaded from the **BMYC website**.*

(ii) Under circumstances where a laid inflatable mark on-station: (i) differs from the description in keeping with Article 7.47.4; and/or, (ii) confirmed separately from the course announcement, this shall not provide grounds to protest or request redress.

8. THE START

8.1 Race Starts shall follow the start type hierarchy:

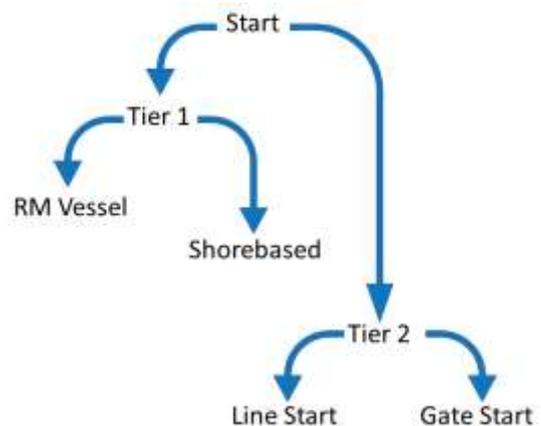
n.b. It is intended races will start at the time published in the most recent version of the Notice of Race - The person-in-charge is required to ensure sufficient time is allowed to make passage from berth to the race area.

Premier Series:

- a) Tier 1

Non-Premier Series:

- b) Tier 1 or Tier 2



The default race control Vessel at the Start will be named MV Admiral Jack, a blue hulled motor launch with the wording “Race Control” on each side of the hull in orange letters.

The default shorebased location at the Start will be the western arm of Brighton marina, at which a line tangential to the west of Grey ‘Can’ toward the seaward end of the western arm and tangential to the west of BMYC1 special purpose buoy, shall form the start line.

n.b. For Premier Series and Pursuit Events, a Race Management (RM) Team is required to assist the Race Officer in starting and running the race. The Race Officer is required to provide crew from the race officer’s boat to serve in the RM Team. The crew of MV Admiral Jack may be available to serve in the RM Team.

The default Tier 2 ‘Line Start’, or Gate Start shall be at a line tangential to the west of White ‘Can’ at the seaward end of the western arm of Brighton marina, and tangential to the west of BMYC1 special purpose buoy.

n.b. For races other than Premier Series, the Gate Start or Line Start are particularly suited to Week Evening, Coastal, Longshore, Homefront, and Fun-Races races where no race management team is on station.

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8.2 To alert competitors a first start sequence is about to begin:

- a) **default race control vessel on station:** an orange flag will be displayed at a flagstaff at least five minutes before the first warning signal is made.
- b) **at any vessel or 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.

8.3 Race Signals made during the start sequence shall default to:

- a) **at the default race control vessel:** displaying and removing flags ([Race Signals](#)).
- b) **at any vessel or 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.
- c) at the timed intervals stated in [RRS Rule 26](#)
- d) with a first warning signal made at five minutes prior to the start.
- e) for a second and subsequent races, the warning signal will be confirmed by the race officer.

8.4 Subject to the preparatory flag displayed in the start sequence, where the IC flag ‘X Ray’ is displayed boats shall return to the prestart side of the start line via a correct route and:

- a) start before the start signal of the following race, or
- b) wait until all starts in the order of start sequence are completed.

n.b.: a group subject of a general recall may be started after the order sequence is completed; i.e. ‘tagged on the end’.

8.5 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.

8.6 No “spinnaker” or “gennaker” is to be used from time of the warning signal aligned to race 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](#).

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9. THE FINISH

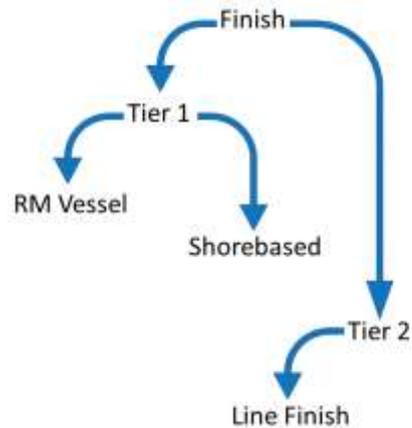
9.1 Race Finish shall follow the finish type hierarchy:

Premier Series:

- a) Tier 1

Non-Premier Series:

- b) Tier 1 or Tier 2



The default race control Vessel at the Finish will be named MV Admiral Jack, a blue hulled motor launch with the wording “Race Control” on each side of the hull in orange letters.

The default shorebased location at the Finish will be the western arm of Brighton marina, at which a line tangential to the west of Grey ‘Can’ toward the seaward end of the western arm and tangential to the west of BMYC1 special purpose buoy shall form the finish line.

n.b. For Premier Series and Pursuit Events, a Race Management (RM) Team is required to assist the Race Officer in finishing the race. The Race Officer must provide crew from the race officer’s boat to serve in the RM Team as required. The crew of MV Admiral Jack may be available to serve in the RM Team.

The default Tier 2 finish line shall be at a line tangential to the west of White ‘Can’ at the seaward end of the western arm of Brighton marina, and tangential to the west of BMYC1 special purpose buoy.

n.b. For non-Premier races, the Line Finish is particularly suited to Week Evening, Coastal, Longshore, Homefront, and Fun-Races races where no race management team is on station.

For non-Premier and Non-Pursuit races only, the Competitor may be required to ‘Take Own Time’ at the finish. Time of Day in 24hr format required; I.E. NOT Elapsed Time.

9.2 Race Signals made during the finish, or shorten course, shall default to:

- a) **default race control vessel on station:** A blue flag will be displayed at a flagstaff.
- b) **at any vessel or location other than the default race control vessel:** a verbal announcement will be made via Marine Band VHF Radio on the Race Frequency.

9.3 Where a boat which has sailed the course and has arrived at the finish in excess of the time-out limit published in the Notice of Race aligned to the specific Series, the boat will not be recorded finished, instead:

- a) the race record will record the boat via the scoring abbreviation DNF (Did Not Finish),
- b) the time of crossing the finish line will be recorded,
- c) a sound signal will not be made.

n.b.: A boat 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.

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n.b. The race management team may confirm a boat as finished via sound signal, 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 shall not provide grounds to protest or request redress.

10. DECLARATION

10.1 It remains the responsibility of the person-in-charge to ensure declaration is completed at the end of each day the boat has competed in racing:

Races commencing 16h29 or before: no later than 90 minutes after the boat has finished the last race of the day.

Races commencing 16h30 or later: 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) All persons aboard are safe and disengaging from racing.

10.2 The format of Declaration is stated in the Notice of Race.

10.3 Boats failing to complete declaration in accordance with [Article 10.1](#) shall be scored via the scoring abbreviation DND (Did Not Declare) without a hearing, DND carries the equivalent score of DNF.

n.b. A primary safety factor is for RaceComm to know which boats are on-the-water during a race meeting

11. PENALTY SYSTEM *Propulsion, Penalty System, Protests, and Requests for Redress*

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

- 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 race record;
- b) Where IC flag 'Uniform', or Black flag is used as the preparatory signal in the start sequence, offending boats shall be scored via the scoring abbreviation DNE in the race record. DNE shall be carried to the race 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 – [Race Signals aligned to BMYC Sailing Instructions](#).

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 start sequence using a gate start
- b) for safety reasons:
 - (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 9.3 (DNF), Article 11.1a) (OCS), or Article 11.1b) (DNE), will be published with the official results.

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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](#); also, it can be difficult to determine if an offending 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.

11.5 With exception of where IC flag 'Zulu' is used during a start sequence, scoring penalties, shall not apply.

11.6 Registered protests and Requests for Redress will be resolved via:

- a) **Advisory Process:** An Informal meeting to discuss the circumstance of the incident, if any rule(s) may have been broken, and suggest a resolution. A matter may not progress to a hearing where appropriate resolution is agreed.
- b) **Hearing** A formal process of peer review. A decision of a hearing is deemed final.

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

- c) **Notwithstanding the requirement under [RRS Rule 61.1](#) to inform the parties Protested**, a party seeking to Register a Protest or Request Redress shall:
 - (i) **Complete registration of the Protest or Request for Redress, in writing, using the [Request for a Hearing form](#)**
 - (ii) **Supporting evidence and additional information shall be submitted in writing on plain paper at time of registering the completed [Request for a Hearing Form](#),**
 - (iii) **Within the time limits:**
Races commencing 16h29 or before: 90 mins after the last race of the day finishes
Races commencing 16h30 or after: 60 mins after the last race of the day finishes
- d) At time of registering a request for a hearing form an advisory meeting may be suggested or requested.
- e) A request for a hearing will be published 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 published in the notification.
- f) RaceComm will arrange a hearing to take place on the date the protest or request for redress is registered. In event it is not possible to conclude the matter hearing, the date of any subsequent hearing will be declared and published immediately to all parties concerned.

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

12. PLACINGS AND PRIZES

12.1 Scoring regimes 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.

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- 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 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. 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 any series race:** No Score.
 - b) **Not competing in the race of the Race Officer Duty:** points equal to the average points of all races in which she has competed during the Series (rounded to the nearest whole point).
 - c) **Competing in the race:** points determined from her elapsed time in the scoring of the race.

13. SAFETY

- 13.1 Competing boats are required to keep seaward of the area inshore of a line marked by a row of small yellow buoys parallel to the shoreside water line; this area is designated for swimming only.
- 13.2 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.
- 13.3 Use of a buoy at the start line and adjacent to the race control vessel as an inner distance mark is in-place to separate competing boats from the race management vessel, hence shall form part of the race management vessel; the buoy does not form a buoy of the start line.
- 13.4 Safety Classification (BMYC Safety Regulations) applied to individual races will be published in the Notice of Race as defined in [table 13.1](#):

Table 13.1

Safety Category	Race Definition
a) Inshore	Racing events having all parts less than 3NM offshore
b) Coastal	Racing events having any part greater than 3NM and less than 15NM offshore
c) Offshore	Racing events having any part greater than 15NM offshore

13.5 All competing boats shall complete the Entry process as is stated in the Notice of Race aligned to the race/series.

13.6 All competing boats shall complete Sign-On using the format stated in the Notice of Race.

13.7 All competing boats shall complete declaration in accordance with the Articles of [Section 10](#), Declaration.

13.8 A boat retiring from a race shall notify the Race Management Team on leaving the race area.

n.b. A primary safety factor is for RaceComm to know which boats are on-the-water during a race meeting

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- 13.9 Prior to making passage to the race area, on each day of racing, the person in charge shall assign a member of the crew 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.
- 13.10 Life Jackets shall be worn at all times whilst underway when:
- a) IC flag Yankee is displayed at:
 - (i) the shoreside flagstaff, or
 - (ii) a race control vessel, or
 - (iii) a shoreside race control station,
 - b) a verbal announcement is made on Marine Band VHF Radio on the Race Frequency to the effect IC Flag Yankee is displayed.
- 13.11 A boat may be inspected for compliance with safety requirements at any time by a person appointed by RaceComm for that purpose.
- 13.12 Any boat refusing, or found failing, to comply with any aspect of the safety regulations shall be subject to a hearing.

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 racing and shoreside activities.
- 14.2 Any misbehaviour which is deemed by RaceComm as likely to bring the name of the Brighton Marina Yacht 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 barred 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. [See RRS Rule 3.](#)
- 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.
- 15.3 It is stressed that Competing owners and crews are expected to observe and embrace the provisions of the Safety Regulations, 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.

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- c) All boats shall be equipped with lifejackets sufficient to equip each person aboard.
- 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](#):
 - (i) Race Documents can be found on the [racing information pages of BMYC website](#)
 - (ii) Race Calendar can be found on the [Live Race Calendar page of BMYC website](#)
 - (iii) Handicaps and Ratings can be found on the [handicaps page of BMYC website](#)
 - (iv) Race Results will be posted to the [results page of BMYC website](#)

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