

Victory Class Standard Sailing Instructions 2024

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

1.1 These series are governed by:

1.1.1 the rules as defined in The Racing Rules of Sailing.

1.1.2 The prescriptions of the Royal Yachting Association (RYA)

1.1.3 The rules of the Victory Class

1.1.4 The byelaws for The Port of Southampton and Portsmouth Harbour

1.2.1 RRS 30 is changed by SI 12, RRS 33 is changed by SI 13, RRS 28 is changed by SI 14, RRS 32 is changed by SI 15, RRS 35 is changed by SI 17, RRS 63 is changed by SI 21

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted no less than 2 hours before the start of any race on the day it will take effect.

2.2 Changes to a sailing instruction may be made on the water. This will be indicated by the committee vessel raising flag Lima. All boats should come within hailing distance and verbally receive the changed instructions

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at <https://victoryclass.org.uk/racing#docs>

3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 15

3.5 [DP] While racing, except in an emergency or if transmitting using the VHF radio channel in use on the day, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

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

5 SIGNALS MADE ASHORE

5.1 No Signals will be made ashore

6 **SCHEDULE OF RACES**

- 6.1 The Victory Class Programme is published on the official notice board.
- 6.2 These sailing instructions will govern all races marked "A" on the Victory Class Programme

7 **CLASS FLAGS**

- 7.1 The Class flag is Zulu
- 7.2 [NP] Every boat while racing shall carry on her backstay, a Zulu flag of which the hoist and fly shall be not less than 8" x 11" respectively

8 **RACING AREA**

- 8.1 The racing area is shown on the Victory Class Racing Mark Chartlet & Victory Class Harbour Chart

9 **COURSES**

- 9.1 Courses will use marks listed on the Victory Class Racing Mark Chartlet and the Victory Class Harbour Chart.
- 9.2 Courses will be displayed on the back of a committee vessel. If a committee vessel is not used, then course information will be passed to competitors by VHF radio
- 9.2 All marks are to be turning marks unless otherwise indicated.
- 9.3 Race officials may select a course from the class course sheet and will inform competitors of the course number that they wish to be sailed.
 - 9.3.1 Marks shall be left to Port (Red) or Starboard (Green) as indicated by the colour on the Course Sheet.
 - 9.3.2 Race officials may choose to start a course from the course sheets at one of the turning marks. The race officials will communicate with competitors the intended starting mark.
- 9.4 [NP] When racing in the area shown on the Victory Class Racing Mark Chartlet, boats shall not:
 - Be North and East of a line from BC Outer to No.4
 - Be North and East of a line from No. 4 to No.2
- 9.5 When racing in the area shown on the Victory Class Harbour Chart, boats shall not:
 - Pass any channel piles on the shallow water side, except when used as a turning mark.

10 **MARKS**

- 10.1 Marks are as shown on the Victory Class Racing Mark Chartlet & Victory Class Harbour Chart

11 **OBSTRUCTIONS**

11.1 The following lines are designated as obstructions:

A line from BC Outer to No. 4

A line from No.4 to No.2

The following marks are designated as obstructions:

Any piles shown on the Victory Class Harbour Chart

12 **THE START**

12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

12.2 Rules 30.1 & 30.2 will not be used This changes RRS 30.

12.3 The startline line is between a staff flying an orange flag and a nearby mark as listed in SI 10.1. The near by mark that is being used as the ODM will be communicated to competitors by the race officials.

12.7 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing.

12.8 All races require Three or more boats to start. If this is not met, then the race will be abandoned and not re-sailed

12.9 In all Saturday and Candlelight Series races the number of boats required to start as described in SI12.8 is reduced to TWO

13 **CHANGE OF THE NEXT LEG OF THE COURSE**

13.1 RRS 33 shall be amended as follows:

The Race officials may decide to amend the course being sailed.

To do this, the race officials shall:

1. Display code flag Charlie (C)
2. Make continuous sound signals prior to the start of the first leg of the new course
3. Replace the course number(s) or instructions of the previous course with the number(s) or instructions of the new course to be sailed
4. The new course shall be sailed from this rounding mark.

This changes RRS 33

14 **THE FINISH**

14.1 There are two standard finishing lines:

14.1.2 The finishing line is between a staff displaying a blue flag and a nearby mark as listed in SI10.1

14.1.3 Between the Mark "Suffolk Sails" and the Haslar signal station, passing only in a west to east direction.

14.2 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

14.3 The Race Committee may award a finishing place to a boat by pointing Flag W at her with a sound signal. The signalled boat shall be deemed to have finished; the score awarded shall be the position she occupied at the time of the signal. If two or more overlapped boats are signalled, they shall be scored as if they were tied. This changes RRS 28.1 and A3.

15 SHORTENED COURSES

15.1 Courses may be shortened at any time at the sole discretion of the Race Officials. This changes RRS 32.1.

15.1 If the race committee signals a shortened course at Suffolk Sails (displays Flag Foxtrot, with two sound signals) the finish line shall be, as described in SI 14.1.3. This changes RRS32

16 PENALTY SYSTEM

16.1 The Scoring Penalty, RRS 44.3, does not apply.

16.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

17 TIME LIMITS

17.1 The Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

| Race Day | Race Time Limit | Finishing Window |
|----------|-----------------|------------------|
| Weekday | 2 Hours | 30 Mins |
| Weekend | 3 Hours | 30 Mins |

17.2 If no boat finishes within the race time limit, the result will be declared on the position at the end of the last completed leg, but if no leg has been completed, the race will be abandoned.

17.3 The finishing Window is the time for boats to finish after the first boat sails the course and finishes if the race time limit has expired. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

18 HEARING REQUESTS

18.1 The protest time limit is 120 minutes after the latest of:

- the last boat finishing the last race of the day,
- the race time limit of the last start of the day,
- the race committee signals no more racing today.

18.2 Hearing request forms are available from the official notice board and from the noticeboard in the lobby of Portsmouth Sailing Clubs clubhouse.

- 18.3 Hearing request forms shall be submitted to either:
The Race official
The racing secretary in person or by email to: victorysailingsec@gmail.com
- 18.4 Parties required in hearings will be informed of hearing arrangements.
- 18.5 Where an incident permits, and all parties agree, incidents can be dealt with by RYA arbitration, in place of or prior to a full protest hearing. This procedure is described at <https://assets.rya.org.uk/assetbank-rya-assets/action/directLinkImage?assetId=47804>.
- 18.5.1 The exoneration penalty available by RYA Arbitration, if accepted as per RRS 44.3c, will be race position adjusted from the actual finishing position + 20% of the number of finishers. The adjusted position will be rounded up to the higher number of points.

19 **SCORING**

- 19.1 The scoring system is RRS Appendix A - Scoring, amended as follows:
- 19.2 One race is required to be completed to constitute a series.
- 19.3 (a) When fewer than 4 races have been completed, a boat's series score is the total of her race scores.
(b) When from 4 to 6 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 19.4 Boats that came to the start area but are to be scored DNF, DNS, NSC, OCS, TLE (Time Limit Expired), RET or RAF (Retired After Finish) will be scored points for the finishing place one more than the number of all the boats that came to the starting area.
- 19.5 Boats to be scored DSQ will be scored points for the finishing place two more than the number of all the boats that came to the starting area.
- 19.6 Boats to be scored DNC will be scored points for the finishing place one more than the total number of boats who entered the series.
- 19.7 [NP] Boats with outstanding insurance/class fees/ Self Check List or that ignore Class Rule 3.4 and race will be scored NETE and scored points for the finishing place ten more than the total number of boats who entered the series.
- 19.8 The race officials boat shall be awarded average points, as long as:
- 19.9.1 The race officials boat has not raced on the water during the race in question
- 19.9.2 They have not already been awarded average points as the race official in the series in question.

20 **SAFETY REGULATIONS**

- 20.1 In addition to the compulsory equipment listed on the 2023 Victory Class Racing Declaration and Safety Checklist, boats shall carry for all races covered by these sailing instructions, a functional engine and sufficient 'fuel' (to include battery capacity in the case of an electric engine) to complete 2 transits of Portsmouth Harbour entrance under power in the tidal conditions expected on the day of the race (regardless of whether such transits need to be made under power).
- 20.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 20.3 During the Single Handed Race, no spinnakers are allowed to be flown and life jackets must be worn at all times.

21 **EQUIPMENT AND MEASUREMENT CHECKS**

- 21.1 Race officials when requested by the racing secretary or members of the Class Sailing and Technical subcommittees may carry out spot checks without prior warning on boats to ensure compliance with Class Rule 6.1 and SI 20.1. These checks may be carried out on the water prior to the start of a race. Competitors shall support these checks as requested.
- 21.2 In the event that a non-compliance with Class Rule 6.1 or SI 4 is found, the result will be reported to the Racing Secretary who shall take the following actions.
- a) Reject the boats entry to any future Victory Class race until the boat has proactively demonstrated compliance to the Racing Secretary or a member of the Sailing or Technical subcommittees.
 - b) Disqualify the boat without hearing from any immediately preceding race where it is clear that the boat raced while not complying with Class Rule 6.1 or SI 20.1. This varies RRS 63.1.
 - c) Any boat so disqualified by (b) above may request redress as per RRS 62.1(a) if she feels the action was improper.

22 **RISK STATEMENT**

- 22.1 Rule 3 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:

1. 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;
2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
4. their boat is in good order, equipped to sail in the event and they are fit to participate;
5. provision of a race management team and/or Committee Boat does not relieve them of their own responsibilities;
6. it is their responsibility to familiarise themselves with any risks specific to the race or drawn to their attention.

Member's attention is drawn to the Sailing/Racing Risk Assessments which are available on the Class website.

23 **INSURANCE**

- 23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of Three Million Pounds Sterling per incident or the equivalent.

24 **RACE OFFICIALS**

- 24.1 The race official's role for each race will be performed by the crew of a Vicory class boat.
- 24.2 The boat who will perform this duty for each race is shown on the Victory class racing program.
- 24.3 It is the responsibility of the boat listed on the programme to ensure that they carry out the duty or if they are unable to perform the role they find a replacement boat to do the duty.
- 24.3 The race official shall start and finish races from a Committee Boat unless special dispensation is received from the Racing Secretary or Class Captain.
- 24.4 When the race official is shown as "Gate" in the Victory class programme then Appendix A of the sailing instructions will apply.