

## SAILING INSTRUCTIONS

## *- the important bits !*

### SCHEDULE:

#### Saturday:

**(HW 14:35) 13:00 Race-1 R2 + R3 back-to-back**  
 18:00 Relax, Drink Beers, Barbecue/Social

#### Sunday:

**(HW 15:35) 10:30 Race-4 R5 + R6 back-to-back**  
 The Sunday *programme may be adjusted*, depending on weather conditions, to include a midday lunch

When 3 or more races are sailed, one race result will be **discarded**;  
 If 2 or fewer races are sailed, all will count.

### STARTS:

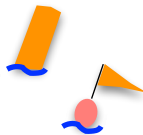
- Starting sequence is: **5, 4, 1, Go!** ;
- If there are enough boats for Class Starts, these will take precedence over the following Fleet; any detail to be decided before racing.
- The **Start** of one fleet is the '5' for the next fleet, e.t.c.  
Class Starts will take precedence (*i.e. Succeeding Fleet waits in case of a General Recall*)

### FLAGS:

- e.g. D-One – Class Logo  { +  ; + Individual Recall  }
- Handicap – Numeral Pennant 4 

### MARKS:

The Marks are **orange inflatable buoys**; sizes may vary.  
The windward spacer may be a small dhan with orange flag.



### THE START:

The start line is a line between the mast on the Committee Boat and an **outer** distance mark; *any inner buoy if lying near the start-line shall **Not** be a starting-Mark.*  
A boat starting later than 4-minutes after her starting signal shall be scored DNC.

### GENERAL RECALLS:

In the event of a General Recall,  , the recalled fleet will restart first.


### COURSES:

- The number of Laps will **Not** be shown, however target-time for the leading boat is **~50-minutes**.
- Boats shall sail the course until **Flag-S** is flown on the committee when boats shall finish as they next cross the Finish Line;  
**Flag-'Blue'** will also be hoisted together with **Flag-S**.
- Mark order is:- Windward + Spreader, & Leeward-Gate  
The spreader leg may be adjusted best to accommodate tidal offset  
(i.e. *it may be very short or particularly long; **watch-out for this!** ).*
- Windward + Spreader marks are to be passed to **Port** ,  
..... unless a **Green Flag** is flown on the committee boat to denote a **Starboard-hand course**; (*Tidal consideration will determine this*).

### **THE FINISH:**

- The **Finish Line** is between the two Leeward-Gate marks with committee-boat positioned outside the Gate.
- When **Flags-S & 'Blue'** are flown from the committee boat, boats will be recorded as finishing as they cross within the Leeward Gate.
- If the fleet becomes well separated, stragglers may be hailed individually to inform them as having been recorded as Finishers at their previous gate-rounding position.

### **PROTESTS:**

- The 2-Turns Penalty is replaced by a **1-Turn Penalty**, throughout.
- There shall be no penalty for sail or spar touching a mark of the course which is not a Start or Finish Mark, however boats must pass on the correct side;  
if a Mark thus becomes substantially displaced, this may be grounds for the organisers to abandon and re-sail that race even if some boats have already passed that Mark.
- Boats must keep a good lookout for any committee vessel flying **Flag-M**  in proximity to the intended position of any Mark of the course and making repeated sound signals; such vessel with **Flag-M** replaces the intended course Mark.
- A boat shall inform the race committee of her **intention to protest** before leaving the vicinity of the finishing line and lodge her protest within 20-minutes of the last boat coming ashore for that series of races.

### **SAILING (AREA & WARNINGS) :**

- (1) Upon **Launching**, boats should make their way **SE for ~350m**, keeping the end-of-Breakwater and left-edge of Pier Hotel approximately in transit, until parallel with 'The Ravine' cut in the Gorleston Cliffs.
- (2) The beach and foreshore are '*healthy*' with much sandy deposit and very gentle **shelving**, with a bar **parallel to** and some **100m off the N-end of beach**.
- (3) If **capsized**, recognise that righting in a strong tidal current may be difficult; prioritise  
(a) staying with your boat, (b) attempt to stow gennaker beneath foredeck.
- (4) For **landing** ashore, • do not crowd, • wait for an opportunity, make final approach with • dagger-board fully removed and under • half-rudder;  
this will result in considerable side-slip but expect the beach-party to catch you, while you immediately focus on • removing the rudder;  
then lift-and-carry the boat ashore or onto *any* trolley in shallow water.
- (5) The **wreck** of "The Swan" lies close inshore to the Southern end of the racing area; the wreck partially dries at low water, is dangerous at any state and is marked with a Red Admiralty Buoy offshore to it's NE.
- (6) **Shipping** in/out of the harbour mouth or vessels transferring **Pilots** or manoeuvring always have **priority**. Except for intending to make for the launch/recover area of beach, Do Not sail North of "The Ravine" cut into the Gorleston Cliffs.
- (7) Be aware of **swimmers** from the beach; if Lifeguards have designated a monitored area for swimming, this is marked with limiting **Flags (red/yellow)**; keep clear of these flags and launch or recover outside the designated area.