

SAILING INSTRUCTIONS

- the important bits !

SCHEDULE:

Thursday:	14:00 onwards	Free Practice 2-buoys laid Ww/Lw
	17:00 - 19:00	Registration + body-weight
	19:00	Evening Club Race
Friday:	08:00 - 11:00	Registration + body-weight
	10:00	Support-team briefing
	11:00	Competitors' Briefing
		Breakfast bacon butties + tea
	(HW 14:10)	13:30 Race-1 R2 + R3 back-to-back
		<i>Relax, Drink Beers</i>
	18:30	<i>Pier Hotel Fish-'n-Chip Supper</i>
Saturday:	08:00	<i>Breakfast bacon butties + tea</i>
	(HW 15:00)	11:00 Race-4 R5 + R6 back-to-back
		<i>Relax, Drink more Beers</i>
	17:00	Class AGM
	18:30	<i>Martin's 202-Paella</i>
Sunday:	08:00	<i>Breakfast bacon butties + tea</i>
	(HW 16:00)	10:30 Race-7 R8 back-to-back
		13:05 Latest time for a final start

When 4 or more races are sailed, one race result will be **discarded**;
If 3 or fewer races are sailed, all will count.

STARTS:

- Starting sequence is: **5, 4, 1, Go!** ;
- Sunday's racing may include a 2nd-start for Club Handicap Fleet;
Championship Start will take precedence (*i.e. Club Fleet waits in case of a General Recall*)

FLAGS:

- 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 (*Sunday racing which may include a Club Fleet*)

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 boat to the leader; upon next passing through the leeward gate, boats will be finished.
Flag-‘Blue’ *may* be flown as the lead boat commences it’s last windward leg to indicate that the last round has started.
- 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 **Flag-S** is 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 recorded in their previous gate-rounding position; in this case stragglers will be informed by support craft.

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) :

- 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.
- 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**.
- 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.
- 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.



Travelodge -to- Clubhouse = 1.3miles (straight) = 2.3miles (drive)

- (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.

