



1. RULES

- 1.1 Racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA, the rules of the International Laser Class (ILCA), the International UK Laser Class Association (UKLA), these Sailing Instructions and **Local Instructions**. Advertising is permitted under the Advertising Code and the Laser Class is unrestricted Category C.
- 1.2 These Sailing Instructions shall not be amended without the express authority of the Hon Sailing Secretary of UKLA. Unauthorised amendments shall be null & void.
- 1.3 A copy of the **Local Instructions** will either be given to each competitor or displayed on the Official Notice Board at least 90 minutes before the start of the first race affected. Flag L will not be displayed.

2. CONDITIONS OF ENTRY

- 2.1 The entry form requires the name of the competitor and the number of the boat. Points scored will be awarded to the competitor and no other person shall compete in that Laser in the Event. The competitor shall be a fully paid member of ILCA.

- 2.2 **RISK STATEMENT** - Rule 4 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, involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 2.2.1 He/she is aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of him/herself and their boat to such inherent risk whilst taking part in the event;
- 2.2.2 He/she is responsible for the safety of him/herself, his/her boat and his/her other property whether afloat or ashore;
- 2.2.3 He/she accepts responsibility for any injury, damage or loss to the extent caused by his/her own actions or omissions;
- 2.2.4 His/her boat is in good order, equipped to sail in the event and he/she is fit to participate;
- 2.2.5 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organisers does not relieve him/her of his/her own responsibilities;
- 2.2.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 2.2.7 His/her boat is adequately insured, with cover of at least £2,000,000 against third party claims.
- 2.2.8 The fact the Race Committee conducts inspections of a boat does not reduce the responsibilities of each competitor which are set out above in this document.

- 2.3 A Laser shall display above the waterline while racing:
 - (a) A sticker as supplied by UKLA denoting current class membership.
 - (b) Any event sponsor sticker supplied at registration, at the bow on each side of the hull. If one is lost, a replacement shall be sought on going ashore.This SI is not protestable by another Laser & changes RRS 60.1.

- 2.4 Each competitor is responsible for ensuring their boat meets the requirements of the Laser Class Rules including the requirements for sail numbers. In *exceptional* circumstances, for one event only, the Race Committee may allow a competitor to use a different sail number to the hull number upon receipt of an official request form. However, such approval cannot protect a competitor from protest from a fellow competitor for failure to comply with Class Rules.

- 2.5 The Standard & Radial fleets will be scored as single fleet, but, for the purpose of prizes, will sub-divided into Gold, Silver and Bronze categories as described in the Notice of Race.

3. SAFETY

- 3.1 Adequate personal buoyancy (with a minimum buoyancy of at least 50 Newtons and being either a life-jacket or a waistcoat-type buoyancy aid) shall be worn while afloat. Flag Y will not be displayed. This changes RRS 40.
- 3.2 The host club's **local instructions** may specify a tally system. Each time a Laser does not comply with this tally system within the time limit in the **local instructions** a non-returnable fee of £5 shall be paid to the UKLA before the Laser races again. The penalty for non-payment will be disqualification from all races in the event. (This penalty prevails over anything to the contrary in

any local instruction or club rule. After the event, the fee will be donated to RNLI.

4. COMMUNICATION WITH COMPETITORS

- 4.1 The class flags, used as warning signals, are:-
 - Standard - Red Laser symbol on a white background.
 - Radial - Red Laser symbol on a green background.
 - 4.7 - Red Laser symbol on a yellow background
- 4.2 Notices to Competitors will be posted on the Official Notice Board.
- 4.3 Changes to these Sailing Instructions will be posted on the Official Notice Board at least 90 minutes before the first race of the day.
- 4.4 A whistle blown by a member of the protest committee during a race signals that 'a member of the protest committee believes a boat has broken a rule'.
- 4.5 For identification purposes 'sail number' shall mean a maximum of the four last digits of a Laser sail number. If as a result there is a conflict between two or more 'sail numbers' the International Laser UK Class Association will allocate an additional number to be displayed by one or more of the boats throughout the event.

5. COURSES

- 5.1 The General Courses are shown on a separate sheet. Both diagrams are illustrative only, not to scale, and do not show the bearing or distance of any mark from any other mark. All marks, except 3S & 4S, to be rounded to port. The first mark of the course is mark 1.

5.2 DESCRIPTION OF MARKS

The starting mark, the course marks, the substitute mark (if any) and the finishing mark(s) will be described in the **Local Instructions**.

5.3 CHANGE OF COURSE AFTER THE START

When it is necessary and possible, the race committee will either move the position of the mark, or lay the substitute mark.

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5.4 SHORTENING COURSE

- 5.4.1 No course will be shortened until the Lasers have reached the "intended leeward mark".
- 5.4.2 Subject to SI 5.4.1, any course may be shortened at any mark. In addition, when a finishing line described in SI 8 has been laid in the vicinity of the "intended leeward mark", and when flag S is displayed with two sound signals from the finishing boat the meaning of flag S is changed to: 'The course is changed, and the "intended leeward mark" is the last mark of the course. Pass the mark to port and finish'. Note that for Course 1, Inner Loop, the start boat becomes the finish boat.

6. STARTS

- 6.1 The warning signal for the first race of the day is intended to be made at 1155 on the Saturday and at 0955 on the Sunday. It is intended that six races will be sailed in the event, target 3 on Saturday, maximum 3 on any day, back-to-back. No warning signal shall be made after 1400 hours on Sunday, except when Race 4 not yet sailed, in which case 1500 hours.
- 6.2 Races will be started using RRS 26. It is intended that the first start will be for the Standard Laser fleet, followed by the Radial fleet, followed by the 4.7 fleet, where applicable. The warning signal for the subsequent starts will be made either with the starting signal for the previous start, or as soon as possible thereafter (without flag AP needing to be displayed).
- 6.3 The starting line is from a mast or staff displaying an orange flag on the race committee boat at the starboard end to either a mast or staff displaying an orange flag on the race committee boat at the port end, or to the windward extremity of the starting mark. **Local instructions** will say which applies.
- 6.4 When a buoy, described in the **local instructions** as an inner limit buoy, is laid adjacent to the starting line near a race committee boat, no part of any Laser shall cross a line from the buoy to the nearby mast or staff displaying an orange flag while racing. Neither the buoy nor the line is an obstruction.
- 6.5 The race committee will neither display flag X nor make a sound signal when a boat must comply with RRS Definition "Start", or with RRS 30.1 "Round-an-end" Rule. This changes RRS 29.1. The responsibility for starting correctly remains with the competitor.
- 6.6 When a class flag is flown 'at the dip' before a warning signal, it denotes that that class is intended to be the next to start. The flag will be lowered with a repetitive sound signal and the warning signal made

no less than 1 minute later. This adds to the meaning of Race Signals.

- 6.7 At the warning signal of a class, all Lasers not involved in that start shall move to, and remain in, the 'holding area' which is behind an imaginary line 100m to leeward of the start line and its extensions until the starting signal of the starting class. In 'moving to' the 'holding area', non-starting Lasers must pass outside the starting line.

Boats observed on or near the starting line and its extensions and not sailing purposefully to the holding area may have their numbers recorded by the Race Committee. Numbers recorded will be posted on the Official Notice Board. A first offence carries no penalty. Second and subsequent offences carry a five place penalty applicable to the nearest race at the time of the offence. This is not protestable by the competitors.

- 6.8 When the black flag is flown without a class flag, it denotes that the race committee is attempting to re-set the start line and course marks and that all competitors not sailing at competitive speeds to windward shall move to, and remain in, the 'holding area' until the black flag is lowered.
- 6.9 If the orange flag is used as a pre-warning signal to the warning signal, then it shall be raised one minute before the Warning signal. This adds to the meaning of Race Signals.

7. BLACK FLAG STARTS

- 7.1 When a race that is started under RRS 30.3, the Black Flag Rule, is recalled, the sail numbers, as defined in 4.5, of disqualified Lasers will be displayed on the committee boat for at least three minutes.
- 7.2 When the race is restarted, a disqualified Laser shall not sail within 100 meters of the starting line before the starting signal, nor after the starting signal within an imaginary line drawn 100 meters outside any area where a Laser might sail while racing. The penalty for breaking this sailing instruction is that the disqualification becomes non-excludable (DNE).

8. FINISHING LINE

- 8.1 The finishing line will be between the staff or mast displaying an orange flag on the finishing vessel, and the finishing mark.
- 8.2 Both courses have a separate finishing vessel as indicated on the General Courses.
- 8.3 A Laser who has lost contact with the majority of the fleet may be told on the water that he/she need not complete the course. An appropriate finishing position will be recorded. Redress will not be given if failure to return to the starting area causes the start of the next race to be missed.
- 8.4 A boat that, after finishing, passes through the line from the finished side will be taken as still racing and returning to the racing side to complete penalties. Her finishing position will be deleted. A boat that passes through the finish line more than once from the course side will be assumed to have completed penalty turns before finishing correctly and will be awarded the finishing position when she last crossed the finishing line. This alters RRS 28.1.

9. TIME LIMIT

- 9.1 RRS 35 will not apply. The time limit for finishing will be 2 hours for the first Laser in its start that finishes, extended by 25 minutes for Standard fleet Lasers and by 30 minutes for Radial fleet Lasers and by 40 min for the 4.7 Laser fleet. When no Laser finishes within 2 hours, the race will be abandoned. The race committee will signal the closure of the finishing line by making five sound signals and lowering the blue and orange flags.

10. IMMEDIATE PENALTIES FOR BREAKING RULE 42

- 10.1 RRS Appendix P applies.

11. DECLARATIONS

- 11.1 When a Laser has taken either a two-turns penalty or a one-turn penalty, or has retired-after-finishing (RAF), the competitor shall complete a declaration on the Official Notice Board within her protest time limit. This does not apply to penalties incurred under RRS Appendix P.

12. PROTESTS

- 12.1 The protest committee may disqualify a Laser without a hearing, which changes RRS 63.1, for:
- Touching a mark and neither retiring nor taking a penalty.
 - Not wearing adequate buoyancy while racing.
 - Being found after the weighing of clothing and equipment to have broken RRS 43.
- 12.2 The time limit for a Laser to lodge a written protest or request for redress is 20 minutes after the last Laser in her fleet comes ashore for the day, except that the time limit for a Laser to seek

redress because of something she learns of for the first time in the results is within 15 minutes of the posting of the results. The time limit for the race committee or protest committee to lodge a written protest is 40 minutes after the last Laser comes ashore for the day.

- 12.3 Not later than 60 minutes after the last Laser in her fleet comes ashore for the day, the protest committee will post a list of protestors and protestees and a schedule of the order of protest hearings. This is the notification required under RRS 63.2, Time and Place of the Hearing.

- 12.4 Not later than 60 minutes after the last Laser in her fleet comes ashore for the day, the protest committee will post a list of Lasers disqualified under SI 12.1 (a) or (b). A Laser disqualified without a hearing is entitled to a hearing on request if she asks for it within 15 minutes after the notice is posted.

- 12.5 The protest committee will post on the Official Notice Board, shortly after the last Laser in her fleet comes ashore for the day, the actual time limits relating to the above.

13. WEIGHING

- 13.1 A competitor selected for the weighing of clothing and equipment shall comply with the instructions of the official concerned.

14. SCORING

The event will be scored using the Low Points System of Appendix A; the score for DNC will be decided by the race committee. 6 races are scheduled, of which 2 races shall be completed to constitute a valid series. Each Laser's series score will be the total of her race scores with her worst score discarded if 3 or more races have been completed. Prizes for Gold, Silver and Bronze categories will be taken without rescoring from the overall result

15. SUPPORT BOATS

- 15.1 Support and Coach Boats must register with the Organising Authority and identify which competitors each is coaching or otherwise supporting.
- 15.2 Unless acting as an authorised safety boat, or in an authorised capacity, no support boat, nor other support personnel, shall be in the "racing area" during the period between the first preparatory signal of the first fleet and the finish of the last boat in the last fleet, except when a postponement is signalled or a safety operation required. The "racing area" is within 100m of the start line and an imaginary line drawn 100m outside any point where a boat might sail during normal racing.
- 15.3 No support, coach or safety boat will be permitted to tow competitors to, or from, the race area without the express permission of the Principal Race Officer, or the Event Safety Officer. Failure to follow this rule will result in the offender being protested with the penalty that the competitor(s) being towed will be disqualified from the closest race, excluding one from which the competitor is otherwise DNC, DNF, DSQ, BFD, DNE, or RTD.
- 15.4 No team, support, coach or safety boat may replace a competitor's mast, boom, sail, dagger board, rudder, hull, or otherwise modify it, whilst the competitor is afloat other than for the sole purpose of enabling the competitor to return ashore.

ADVICE TO COMPETITORS

- On the question of whether a boat is OCS or not at the moment of the starting signal, the protest committee (PC) will accept the judgment of the race committee rather than that of the sailor. For a boat to be given redress, conclusive evidence must be presented to the PC that the race committee has made an error in recording the OCS. Even video evidence is rarely conclusive and the burden of proof must be 'beyond reasonable doubt' rather than 'on the balance of probabilities'. In the absence of conclusive evidence to the contrary the PC will uphold the race committee's decision.
- Before going afloat you should take account of the current weather forecast and conditions which you might expect to encounter on the water and your ability to deal with these conditions.
 - Your adequate personal buoyancy should be of the correct type and be capable of supporting your total weight.
 - If you get into difficulties you should stay with your Laser.
 - If your Laser is capsized and you are unable to right it you should sit on the upturned hull and attract the attention of a safety boat.
 - To attract the attention of a safety boat you should hold both arms outstretched with the palms of your hands open.
 - If the crew of a safety boat instruct you to leave your Laser and board the safety boat do so without delay.
 - To signal to a safety boat that you are not in distress you should hold out one arm with the palm of your hand closed. In bad visibility stay close to the rest of the fleet.