

GENERAL SAILING INSTRUCTIONS FOR YACHT RACES 2009

(Decision 4/24.03.2009. of the HYA's Presidency)

Introduction

These **GENERAL SAILING INSTRUCTIONS (GSI)** are valid together with the **ISAF's RACING RULES of SAILING 2009-2012** on all regattas held in Hungary. The prescriptions of the **GSI** might be changed by the **Notice of Race** of a Regatta in accordance with the RRS.

On regattas with great importance specially issued Sailing Instructions will be valid.

1 1 Racing Rules

The events will be governed by the **Racing Rules of Sailing 2009-2012 (RRS)**, the Race Regulations of the Hungarian Yachting Association, the relevant class rules, this **General Sailing Instructions**, the **Notice of Race** for the event which may modify these **GSI**

2 Eligibility

2.1 (For Hungarian citizens) Only competitors who are registered by the Hungarian Yachting Association (HYA) and for foreigners, who are members of a club or organisation recognised by a national sailing authority are eligible to enter in the events.

2.2 Only boats complying with their class rules or with the rules adopted by the HYA producing a valid measurement certificate and a valid third party insurance policy are eligible to enter the events. Big yachts shall have their certificate issued by their corresponding authority of their country of origin.

Those documents are to be checked at the registration by the Race Committee. Without those documents the entry shall be rejected.

3 Notices to competitors

Notices to competitors will be posted on the official notice board located on the premises of the organising body. The **Notice of Race (NOR)** shall be posted on the official notice board as well.

4 Changes in Sailing Instructions

4.1 The Race Committee reserves the right to alter the prescriptions of this **GSI** and of the **Notice of Race**. (See RRS.86)

4.2 Any changes will be posted two hours before of the start on the day it will take effect, except any change to the schedule of races shall be posted by 20.00 on the day before it will take effect.

4.3 Oral changes may be given only on the water, and only if the procedure is stated in the relevant **Notice of Race**.

4.4 It is the sole responsibility of the competitors to get informed in due time about all the notices.

5 Signals made ashore and other signals

The signals made ashore shall be displayed at the main mast of the club, or when she is still in the harbour, at the main mast of the RC. Starting vessel.

5.1 Int. Code L with one sound signal: Notice posted on the official notice board.

5.2 Int. Code AP with two sound signals: The start is postponed.

5.3 Int. Code D with one sound signal (in case of postponement ashore): The warning signal for the first start will be made not earlier than 50 minutes.

5.4 Int. Code AP over A with two sound signals: The start postponed for the next day.

5.5 Int. Code Y: Competitors shall wear their personal buoyancy when afloat. (This changes RRS Part 4 Preamble.)

6 Schedule of races

6.1 The schedule of races shall be set down in the relevant **NOR** at least with the intended time of the first race's warning signal and the last possible time of the start of the last race

6.2 The numbers of all the races and the number of the races to be sailed on a day shall be defined in the **NOR**.

6.3 Reserve days may be used if races are not completed as scheduled or the Race Committee (RC) considers unlikely that races will not completed as scheduled.

6.4 One extra race per day may be sailed, provided that no class rules prohibit it and that no class becomes more than one race ahead of schedule.

6.5 When more than one race will be held on the same day, the warning signal for each succeeding race will begin as soon as possible, but enabling the last finisher to start as well.

7 Class flags

The class flags, which are hoisted with the warning signal, generally correspond to class insignia on the sails. If there is any alteration (i.e. more than one class starts at the same time) the **NOR** of the relevant event shall define them.

8 Course, racing area

8.1 The racing area and the course and its configurations and the rounding order of the marks shall be prescribed in the **NOR** for the event, and they will be posted on the Official Notice Board as well.

8.2 The course – if necessary - will be set for each race.

8.3 The approximate compass bearing to Mark 1 will be displayed on the Race Committee starting vessel before or with the warning signal.

8.4 The positioning of the marks of a cruising regatta shall be defined (relating to the shore) in the **NOR**. The exact GPS position of the marks (in WGS system) will be posted on the official notice board as well, not later than beginning of these entry procedures.

8.5 The lengths of legs and the angles between them may differ from the diagram given in the **NOR** and/or from the posted one on the official notice board. These

differences and the lack of the compass bearing defined in 8.3 and GPS position defined in 8.4 shall not constitute ground for redress. (This changes RRS 62.1/a).

- 8.6 No later than the warning signal, the RC shall signal or otherwise designate the course to be sailed. It may signal that the designated shortened course will be used (code flag S).
- 8.7 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 8.8 In case of long distance races which cross the Tihany-strait the RC shall lay yellow inflated buoys at both end of the navigation route on its North an South side which shall be passed on the navigation route's side. The navigation route is compulsory only for the merchant shipping. For yachts - regarding the sandbanks and shoals – it is advised only to follow the navigation route (This alters **RRS 28.1**)

9 Marks

- 9.1 The marks are inflated buoys, or buoys with bright coloured flags, or any other objects which shall be defined in the **NOR**.
- 9.2 The mark for changing course shall be defined in the **NOR**.
- 9.3 The starting and finishing marks shall be defined in the **NOR** as well.
- 9.4 Boats stationing near the marks and fulfilling RC tasks shall wear their identifying flag described in the **NOR**. Not complying with this prescription they shall not be deemed official vessels and may act as rescue boats in case of emergency only. The lack of mark boats shall not constitute ground for redress. Mark boats shall be deemed as obstructions.

10 Starting Line Starting area, Actions before start and starting procedure

- 10.1 The Starting Line is between the mast carrying an ORANGE flag on the Starting Vessel and the given mark on the other end of the line.
In case of a separate starting line it is defined by the mast carrying a code flag „Q” on the Starting Vessel and a starting buoy (see **GSI 9.3** above).
- 10.2 No later than the preparatory signal of each class, the RC may move a starting mark.
- 10.3 The Starting Area is defined by an imaginary line 50 m apart from each side of the starting line and its limitations. In this area only boats are entitled to sail whose preparatory signal has been already made and boats which have been already started and are still in the starting time limit. Area with different size shall be defined in the **NOR**
- 10.4 Before starting each boat shall report herself to the starting vessel. When the boat leaves the racing area or intends to start only at the second or third race of the day, she shall report herself to the Race Committee. **Failure to do so after the first infringement the boat shall be warned and in case of a series, for any subsequent infringement shall be scored DNC.** (This modifies the RRS Appendix “A” 4.2 and 11.)
- 10.5 Before the Starting Signal the RC may postpone (“AP” Answering Pennant) or abandon (Code flag “N”, or “N” over “H”, or “N” over “A”) the race.

- 10.6 The Starting System 1 as defined in the RRS 26 shall be in use, in case of more than one class with 5 minutes intervals as follows:

Signal	Visual	Sound
Warning 5 minutes before Start	Class flag	1
Preparatory 4 minutes before Start	Flag P or I, or Z or Black	1
1 minute to Start	Preparatory Signals lowered	1 different
Start	Class flag lowered (next up)	1

In case of postponement longer than 30 minutes an orange flag will be hoisted at least four (4) minutes before the first warning signal to inform the boats that a new starting procedure will begin. (*this changes the Race Signals Rule "AP"*)

- 10.6(a) **In case of big fleets and long starting lines the starting procedure may be as follows:**

Races will be started by using RRS 26 with the following addition:

An attention signal (flag F with one sound) will be made before the warning signal for the first class to start. The RC will designate the course to be sailed before or with the attention signal. Flag F will be removed with one sound one minute before the warning signal. (*this changes RRS 27.1*)

- 10.7 The starting order of several classes shall be defined in the **NoR**.
- 10.8 In case of starting several classes (each after the others) and if the wind has shifted the Race Committee may alter the starting line and give the new warning signal of the next class later.
- 10.9 Warning signal of a recalled class will be given after the start of the last class in the schedule. (*This changes RRS 29.2.*)
- 10.10 A boat starting later than 5 minutes after her starting signal shall be scored DNS. This rule applies to the restarting boats as well. (*this changes rule A4.1*)
- 10.11 When any alteration of the above procedure will be applied it shall be defined in the **NoR**.
- 10.12 The use of spinnaker or genacker is not allowed up till the end of the third minute after the starting signal. Boats not complying with this prescription will be disqualified without hearing by the RC. (*this changes RRS 63.1*)

11 Changing course after the start, shortening the course

- 11.1 The RC may change the course by repositioning the original mark or finishing line, or by laying a new mark or finishing line and to remove the original as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the repositioned mark may be relocated without further signalling to maintain the course configuration.
- 11.2 The change will be signalled according to the RRS 33.
- 11.3 Failure of one of the prescribed signals (i.e. the compass bearing prescribed by the RRS 33 or the additional board/flags prescribed by the SI 11.2) shall not constitute ground for redress. (*This changes RRS 62.1(a)*).
- 11.4 Except at a gate, boats shall pass between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. (*This changes rule 28.1.*)

- 11.5 After the starting signal, the RC may shorten the course (RRS 32.2: display flag „S” with two sounds). If a class flag is hoisted under the „S” flag, the shortening of course is valid for that class only.
- 11.6 Finishing line of the shortened course is between the nearby mark and the committee vessel displaying the “S” flag.
- 11.7 When the course is shortened at a gate, a race committee boat will display flag “S” and the boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. *(This changes race signal “S)*

12 Finishing line, finishing area

- 12.1 The finishing line will be between the mast of the finishing vessel flying an orange flag, and the mark defined in the **NoR**
- 12.2 After finishing each boat shall leave the finishing area as soon as possible taking into consideration RRS 22.1. The area is defined by an imaginary line 50-m windward of the finishing line and 50 m apart from its limitations.
- 12.3 Each boat declares herself having completed the race according to the rules by crossing the finishing line. (See the BASIC PRINCIPLE of the RRS.)

13 Penalty system

- 13.1 The penalties of RRS 44 (one turn) and (two turns) will apply unless the **Notice of Race** does not prescribe otherwise.
- 13.2 Written declarations of the penalties taken shall be lodged in the Race Office within protest time limit.
- 13.3 The classes which penalty is only one turn shall be defined by the **NoR** of the event.

14 Time limit

- 14.1 The time limit for the first finisher shall be defined in the **NoR** taking into consideration the class rules if any.
- 14.2 Boats finishing after the finishing time of the first finisher of their class, plus one third of that time, shall be scored DNF. In the Yardstick classes boats finishing after the finishing time plus one half of that time of the first finisher of the groups shall be scored DNF. *(This changes RRS 35. and A4.1)*
- 14.3 In case of long distance regatta the **NoR** may define a time limit for the last finisher. Any boat finishing after that time limit shall be scored DNF. *(This changes RRS 35.)* In this case SI14.1 and 14.2 are not more valid.

15 Protests, Requests of Redresses

- 15.1 Protests shall be lodged in writing on forms available at the regatta office and delivered after the last race of the day within the Protest Time Limit. Unless the **NoR** declares otherwise there is no protest fee.
- 15.2 The Protest Time Limit shall be **1 hour** after the RC vessel arrives in the harbour after the last race of the day, and this time shall be posted on the Official Notice Board.
- 15.3 Within 30 minutes after the expiry of the protest time limit all protest notices shall be posted on the official notice board. These consist to all parties and witnesses as an official notice.
- 15.4 Notices of protests initiated by the RC shall be posted on the official notice board according to the RRS 61.1(b).

- 15.5 For infringements of RRS 42 (Propulsion), the Protest Committee will apply the disqualification without a hearing according to RRS 67, or Appendix “P” will be applied (on the water judging). The use of Appendix “P” shall be written in the **NoR** of that race or posted on the official notice board. (See SI 3 and SI 4.1) The list of boats penalised under Appendix “P” will be posted within the protest time limit on the official notice board.
- 15.6 For all the races in the OPTIMIST class the following rule changes are valid:
 “Boats are not exempted from displaying a red flag according to the second sentence of RRS 61.1(a). (This changes RRS61.1(a)(2) third sentence.)
 A boat required to display a red flag shall do so until she is no longer racing and shall inform the RC of the boat being protested immediately after finishing. (*This changes RRS 61.1(a) second sentence.*)
- 15.7 In case of several intention to protest by the same boat, she shall wave the protest flag each occasion.
- 15.8 Infringements of SI 10.3; 12.2; 13.2; 17.2; 21 are no grounds for protests lodged by boats. *This changes RRS 60.1(a).* For such infringement the RC may lodge protests and the penalty – according to the decision of the protest committee – could be less than DSQ.
- 15.9 The protests will be heard approximately in order their receipt as soon as possible.
- 15.10 On the last day of the regatta a party to the hearing may ask for a reopening no later than 30 minutes after being informed of the decision.
 On the last day of the regatta a request for reopening a hearing shall be lodged within the protest time limit if the party requesting reopening was informed of the decision on the previous day. (*This changes RRS 66.*)
- 15.11 All protests and requests of redress lodged in the Race Office shall be heard at the site.

16 Scoring

- 16.1 The „ Low point system”, of RRS A4 will apply. If there is a tie between two or more boats in a series RRS A8.1 and A8.2 shall apply.
- 16.2 For the validity of National Championships 4 (four) valid races shall be sailed and for other series the minimum number of races to be sailed shall be defined in the relevant **NoR**.
- 16.3 Number of the discarded races shall be defined in the **NoR**. In case if three or less valid races have been completed, all shall be counted for the final scoring. When at final scoring a boat has two or more results with the same worst points the first one shall be discarded.

17 Safety regulations

- 17.1 Any time during a regatta the RC may check all safety regulations in force, but may not interfere a boat racing.
 After finishing at least 5% of the fleet shall be checked for the followings:
- compliance with the para 4th of the Racing Requirements of 2009;
 - number and identification of persons onboard, according to the entry;
 - the “Advertisement Permit”, if there is any advertisement on board.
- 17.2 Retiring boats shall notify the RC as soon as possible following the instructions given in the **NoR**.
- 17.3 When code flag “Y” has been hoisted personal buoyancy (life jackets) shall be worn. Boats not complying with this prescription shall be scored *DSQ* (*this changes RRS 63.1*) Flag “Y” with a sound signal can be hoisted during a race as well.

17.3 Before the preparatory signal all outboard engines shall be taken off.

18 Person in charge, change of crew and substitution of equipment

18.1 During a regatta the officially entered helmsman has to be considered as person in charge on board. If his duty will be taken over for good reason, the new person in charge shall be designated by the body, which has entered the boat.

18.2 Helmsmen shall not be replaced. During races the duty of the originally entered helmsman can be taken over by any member of the crew on board.

18.3 During a regatta in boats with more than one man on board a crew member can be replaced and then changed back again to the original one only once with the originally entered spare man in case of appropriate reason.

18.4 Person originally entered in other boat or other class shall not be entered as a spare man in the same regatta.

18.5 If class rules or the NoR does not prohibit it, substitution of lost or damaged equipment is allowed. Such substitution shall be reported to the RC as soon as applicable.

19 Check of competitors, equipment, measurement

At any time during a regatta the RC may check any competitor, equipment that they comply with the rules.

20 Official boats

RC vessels shall carry identification flags as given in the **NoR**.

21 Support boats

21.1 Only boats (with a sail area less than 25 square meter) are allowed to take part in the race, which are escorted by motor boats to and back of the racing area. Clubs and other organisations having no motor boats shall ask for a written declaration from an other body having motor boat, stating that their boats will be escorted by this body's motor boat and in case it will rescue them. **According to the prescriptions of the Balaton Water Police no more than 10 centreboard dinghy may be escorted by one motor vessel only.**

21.2 Any support boat shall stay outside the racing area after the first warning signal of the first class until all boats have finished or the race committee signals a postponement, general recall, or abandonment. They may enter the racing area only for rescue.

22 Protection of environment

According to the decision of the HYAs' presidium dated 26. 03. 1997, in the interest to protect the water of our lakes, and in compliance with the agreement concluded with the authority of the environment protection, and in the spirit of the ISAF's '97 November appeal, deliberate pollution of the water shall be taken as "Gross misconduct".

Therefor:

It is strictly forbidden to throw or let in the water any material and substance. Some of those are objects of glass, metal, plastic and paper etc.; SPECIAL ATTENTION SHALL BE PAID TO OIL AND ITS DERIVATIVES.

Boats having infringed the above regulation shall be decided by the RC and/or Protest Committee according to RRS 69.1(a) and 69.1(b)(2), and for boats not racing will be scored DNE (according to the RRS 64.1(d)) for the race in question.

23 Haul-out restrictions, plastic pools, diving equipment

- 23.1 Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the RC.
- 23.2 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats during the whole regatta.

24 Radio communication

While racing radio-communication not accessible by all competitors (including mobile phones) are prohibited. Exceptions are the rescue calls and transmissions, which are not related to the racing. Not complying with this point will be an infringement of RRS 41.

According to the decree of the Ministry of Economy and Traffic № 49/2002(XII.28),

for boats taking part at big yacht's regatta there is compulsory to carry at least one mobile phone onboard. This mobile phone shall be used only for reporting of retirement of the boat and for emergency/rescue call required by the boat. The call number of that mobile phone shall be reported on the Entry Form.

GPS instrument is recommended during races after sunset to determine the position of boats asking rescue.

25 Prizes

- 25.1 Prizes and method of prizing shall be given in the **NoR**.
- 25.2 In big yacht classes the prize giving shall start with the class in which the most yachts have raced, and the number of yachts in each class defines the order of the others.

26 Liability

The organising authorities, bodies, organisations and individuals involved with the organisation of the race or regatta do not accept any responsibility and liability for any loss, damage, injury that may occur to person or property both ashore and afloat as a consequence of participating in the event.

27 Advertising

If there are sponsor advertising and the entering boats are obliged to carry them, and which were confirmed by the HYA, the relevant **NoR** shall identify them.