

(Effective 1st January 2024)

1. The Scottish District Events will generally be sailed in accordance with the current World Sailing Racing Rules of Sailing, the current MYA SSIs and the Scottish District SSIs. If any differences exist between these documents, this document will take precedence.
2. **Discipline** - Competitors should note that the MYA Scottish District implements the RYA Racing Charter ([click here](#)) and that competitors will be expected to sail in compliance with it.
3. Individual events are open to any MYA affiliated skipper.
4. Only skippers who are MYA members and affiliated via a MYA Scottish District club may be placed in the overall results for a series in any year.
5. Where appropriate (IOM events) a valid measurement certificates is required to be shown at registration for each boat taking part. In addition, a Personal Sail Number (PSN) certificate should be presented.
6. The SD IOM series will consist of four events (three Travellers events plus the SD IOM Championship). If three or more events are completed a competitors series score will be the total of their event scores excluding their worst score. If only two events are completed, both scores will count towards a competitors total score. At least two events must be completed to constitute a series.
7. Results of the SD IOM series will be calculated using RRS Appendix A, Low Scoring System.

The following trophies will be awarded to the winners of:

SD IOM Championship – International One Meter Scottish District Championship Trophy.
SD IOM Wooden Hulled Championship - Scottish Champion-Wooden IOM Trophy.
SD IOM Series - The Sir Thomas Lipton Cup.
SD DF95 Championship – Ayr Bay Cup.
SD SF65 Championship

8. Members of a Race Team will be awarded average points for the event at which they officiated from all other counting events in which they have sailed that season but must have competed in at least two other events.
9. The Race Officer (RO) briefing shall be held at 10:45hrs and no race shall start within 15 mins of the start of the briefing. E.g. For a briefing held at 10:45hrs, no race will start before 11:00hrs. No race will start after 16:30hrs and any race in progress after 17:00hrs will be abandoned.
10. The format of having two races back-to-back followed by a five minute break will be used by default. However, the RO may at his discretion adjust the break times based on local club custom and prevailing conditions.
11. The RO may use a bye boat if circumstances require and each bye boat will be scored a third place (i.e. two third places will be recorded for each race in which a bye boat applies).
12. A timeout of up to three minutes may be called at the end of a race by any skipper who has finished in the last five boats. The timeout will commence from the time the skipper recovers his boat to the control area. The RO has discretion to refuse a

timeout call where it is apparent that it would significantly delay the racing, or where the skipper has made previous calls.

13. The RO may amend the MYA SSIs where local customs or preferences might apply. E.g. Break times desired by the host club. In such cases, the RO shall notify competitors of such amendments at the RO briefing.
14. Protests – In a change to the standard MYA SSIs the Race Officer may use the RYA Arbitration Scheme for Reducing Protest Hearings.
 - a. The exoneration penalty in the case of arbitration shall be 30% scoring penalty calculated as stated in RRS Rule 44.3(c), except that the minimum penalty is three places and a boat shall not be scored worse than the number of boats that came to the starting area.
 - b. However, if the boat caused injury or serious damage or gained a significant advantage by her breach, her penalty remains retirement.
 - c. Please note the Race Officer shall appoint a Rules Adviser.

Arbitration System Explained

Use this if you want the dispute resolved quickly and simply. This is not as formal as a Protest Hearing and the potential penalty is not as damaging to a boat's score.

1. An incident has occurred and a valid protest is lodged within the normal time limit.
2. All parties agree to opt for RYA Arbitration and meet with a Rules Adviser.
3. The parties describe what happened, and the Rules Adviser will decide whether any witnesses should be called.
4. The Rules Adviser explains what rules may have been broken and whether anyone was in the wrong.
5. A boat in the wrong is asked to accept the post-race penalty.
6. No one is disqualified, minimum penalty is 3 positions. Maximum is no greater than last position.
7. If the post-race penalty is not accepted, the protest may go to a formal protest hearing.
8. There are occasional scenarios when it is not possible or correct to resolve a dispute by RYA Arbitration and instead it has to be taken to a formal protest hearing.

Example calculation of exoneration penalty:

- 1) Number in race + 1 x 30% rounded to whole number.
- 2) E.g. 7 in race + 1 = 8
 - a. $8 \times 0.3 = 2.4 = 2$
 - b. Minimum penalty = **3**. As 2 is less than 3, then exoneration penalty is **3**.
 - c. Thus, if penalised boat was 3rd, then final position = $3 + 3 = 6^{\text{th}}$
 - d. Thus, if penalised boat was 5th, then final position = $5 + 3 = 8^{\text{th}}$
 - e. Final position + exoneration penalty cannot be > than 7th.
- 3) E.g. 11 in race + 1 = 12
 - a. $12 \times 0.3 = 4$
 - b. Minimum penalty = **3**. As 4 is greater 3, then exoneration penalty is **4**.
 - c. Thus, if penalised boat was 3rd, then final position = $3 + 4 = 7^{\text{th}}$
 - d. Thus, if penalised boat was 5th, then final position = $5 + 4 = 9^{\text{th}}$
 - e. Thus, if penalised boat was 9th, then final position = $9 + 4 = 13^{\text{th}}$ becomes 11th

