

(Effective 1st February 2026)

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** - The MYA Scottish District employs the RYA Racing Charter ([click here](#)) and competitors shall sail in compliance with it.
3. Individual events are only open to MYA affiliated skippers.
4. Only skippers who are MYA members affiliated via a MYA Scottish District club may be placed in the overall MYA Scottish District IOM Championship series in any year.
5. At registration for all events, the skipper's Personal Medical Information form shall be presented and for IOM events, a valid boat measurement certificate shall be presented. Where applicable, the skipper's Personal Sail Number (PSN) certificate should be presented. (NB These documents will NOT be retained by the race team.)
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 events shall be calculated using RRS Appendix A, Low Scoring System.

The following trophies will be awarded to the winners of:

SD IOM Championship – IOM 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 – The Ayr Bay Cup.
SD SF65 Championship – Scottish District Championship Trophy.

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 to fulfil race team duties if circumstances require. 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 five minutes may be requested at the end of a race by any skipper. The timeout shall 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 if the skipper has made previous calls.

13. The RO may amend the MYA SD 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 an Event 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 the Event 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

