

**THE SOLWAY YACHT CLUB**  
**KIPPFORD WEEK AND REGATTA - 31 July to 05 August 2011**  
**SAILING INSTRUCTIONS – FLYING FIFTEENS**

**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2009 - 2012, the prescriptions of the RYA, the appropriate Class Rules except as they are changed by these sailing instructions. Where conflict occurs, these Sailing Instructions shall take precedence.
- 1.2 Each competing boat must hold 3rd party insurance to the value of £3,000,000.

**2 NOT USED** (numbers not used are to maintain compatibility with the cruiser SI's)

**3 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board in the SYC Clubhouse (to the left of the door into the Race Office)

**4 CHANGES TO SAILING INSTRUCTIONS**

Any change to the Sailing Instructions will be posted on the official notice board by turn-up time on the day it will take effect except that any change to the schedule of races will be posted by 2000 BST on the day before it will take effect.

**5 SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed on the flagstaff at the end of the SYC Pier.
- 5.2 Flag AP with 2 sound signals when hoisted indicates that the first race of the day is postponed. When it is lowered with 1 sound signal, the Warning Signal for the first race of the day will be made in not more than 45 minutes.
- 5.3 Flag N indicates that all racing is cancelled for the day.

**6 SCHEDULE OF RACES**

- 6.1 Races are scheduled

Day	Date	Time (BST)	Warning Signal	HW (BST)
Sunday Regatta	31 July	1200	1 <sup>st</sup> Race	1258
Monday	01 Aug	1230	1 <sup>st</sup> Race	1340
Tuesday	02 Aug	1315	1 <sup>st</sup> Race	1422
Wednesday	03 Aug	1400	1 <sup>st</sup> Race	1504
Thursday	04 Aug	1445	1 <sup>st</sup> Race	1547
Friday	05 Aug	1530	1 <sup>st</sup> Race	1633

- 6.2 On Friday 05 Aug 2011, no warning signal will be made after 1600 BST.

**7 CLASS FLAGS**

- 7.1 The class flags will be as follows:
- |                     |                                 |          |
|---------------------|---------------------------------|----------|
| F15                 | Red diamond in White background | (Flag F) |
| CHCP                | Red/White/Blue Stripes          | (Flag T) |
| (if required) CHCP2 | Blue/White/Blue Stripe          | (Flag J) |

**8 NOT USED**

**9 RACING AREA**

- 9.1 The racing area will be provided on water resistant paper as shown in Appendix A to these SI's.

**10 THE COURSES**

- 10.1 If a Committee Boat Start is used, the Course will be displayed on a board on the side of the Committee Boat giving the turning marks and direction of rounding.
- 10.2 A race will at most consist of three rounds of the set course. It may be shortened in one of two ways:
- The committee boat will fly flag S together with the class flag(s) of the class(es) affected. Two sound signals will be made as the leading boat in class approaches the finishing line.
  - Flag S, together with the flag(s) of the classes affected may be flown from a support boat positioned adjacent to a mark of the course. The classes indicated will finish the race between that mark and the support boat which will be positioned so that crossing this 'finish' line allows the mark to be rounded on

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the required hand. Two sound signals will be given as the leading boat in each class approaches.

10.3 Boats must pass through the Starting Line at the start of each round of the course.

## **11 MARKS**

11.1 Marks consist of SYC fixed and movable orange mark buoys, green conical Channel Navigation Buoys and Hestan Island. The approximate positions of the SYC fixed buoys and the Channel Buoys are shown on the SYC Course Chart at Appendix A.

11.2 Hestan Island may be treated as a mark of the course. This will be signified by showing mark H on the Committee Boat. The island will be rounded in the direction shown.

11.3 Additional marks may be laid and specified. Their position will be promulgated in accordance with Sailing Instruction No.4

## **12 AREAS THAT ARE OBSTRUCTIONS**

12.1 The locations of these obstructions are shown in Appendix A.

12.1.1 **Almorness Fishing Nets** : Boats must at all times pass to the East of southernmost port (red) channel marker which lies 25 metres southwest of small withy on the outermost post.

12.1.2 **Rough Island** : Rough Island must not be passed on its eastern side.

12.1.3 **Rough Island (Spring Stones Rocks)**: Boats must, at all times, pass to the south of Spring Stones Rocks at the southern end of Rough Island. The rocks will be marked by a temporary buoy which will be described at the briefing.

12.1.4 **Robin Rigg Windfarm** : Boats must comply with current regulations relating to navigation in the vicinity of the Robin Rigg Windfarm (not shown in Appendix A).

## **13 THE START**

13.1 Races will be started in classes using RRS Rule 26 with the warning for each class given 5 minutes before the Starting Signal.

13.2 Classes will start in the order F15, CHCP then CHCP2. The start sequences will normally be such that the warning signal for each class (other than the first) will coincide with the start of the previous class. This may not always be the case and competitors should always observe the flags being flown.

13.3 The Start Line will be between the main mast of the Committee boat displaying an orange flag and an orange outer distance mark normally designated X. An Inner Distance Mark may be laid adjacent to the Committee Boat and boats shall not pass between this mark and the Committee Boat.

13.4 **RECALLS** Individual and general recalls will be made in accordance with RRS Rule 29. In the case of a general recall, the class concerned will then be the last start.

13.5 Boats whose preparatory signal has not been made, shall keep clear of the starting area and of all boats whose preparatory signal has been made. This adds to RRS Rule 23.1

13.6 A boat starting later than 4 minutes after her starting signal must wait until the final fleet has cleared the starting area before starting. This changes RRS A4.1

13.7 **Minimum Wind Strength**. Races will not be started unless the Principal Race Officer is satisfied that the wind strength in the starting area, and to the best of his belief on the rest of the course, is in excess of an average of three knots for a reasonable period before the start.

## **14 CHANGE OF COURSE AFTER THE START**

14.1 Only in exceptional circumstances as a result of a substantial wind shift will courses be changed during a race. An official boat may move a mark and position itself adjacent to it, flying flag C and making repetitive sound signals. This changes RRS Rule 33.

14.2 Notwithstanding Sailing Instructions 14.1 a mark will not be moved if it affects the point of sailing of any competitor during the time it is being moved.

## **15 NOT USED**

## **16 THE FINISH**

16.1 The Finish Line will be the same as the Start Line except as in 10.2 above.

16.2 Boats must cross the Finish Line in the direction of the course from the last mark.

16.3 A Boat that has finished shall then pass completely through the Finish Line and no part of her shall thereafter again cross the Finish Line from either direction while other boats are still competing in the race. This changes RRS Rule 28.1. A boat that infringes this Sailing Instruction will be scored Did Not Finish in the race she has just completed. This changes RRS Rule 63.1 and RRS A4

## **17 PENALTY SYSTEM**

17.1 The two-turn penalty as described in RRS 44.1 & RRS 44.2 shall apply. RRS 44.3 shall not apply.

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- 17.2 Touching a mark with any part of the boat or crew shall constitute an infringement of the Rules and does require a one-turn penalty. If a boat touches a Start or Finish mark they shall complete a one-turn penalty in accordance with RRS 44.2.

**18 TIME LIMITS**

- 18.1 The time limit will be at the discretion of the PRO although will not normally exceed 2 hours 30 minutes from the starting signal for each class.
- 18.2 Boats failing to finish within 45 minutes after the first boat sails the course and finishes will be scored DNF. This changes RRS35 and A4. At the PRO's discretion, in same class fleets, positions may be awarded to boats still sailing the course.
- 18.3 The PRO has the power to abandon if he/she thinks fit.

**19 PROTESTS AND REQUESTS FOR REDRESS**

- 19.1 Protest forms will be available from the Race Office and must be delivered there within the protest time limit.
- 19.2 For each class, the protest time limit is one hour after the last boat finishes, or where two or more races are to be sailed without coming ashore, within one hour of finishing the last race.
- 19.3 Competitors who are parties to a hearing or named as witnesses will be informed of hearings in which they are involved by notices posted within 30 minutes of the protest time limit or by word of mouth. It shall be the responsibility of competitors to check the notice board for such notices.
- 19.4 On the last day of racing a request for reopening a hearing shall be delivered:  
(a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day;  
(b) No later than half an hour after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 19.5 If a protest committee awards average points for a series, it should be for the whole series, not races sailed so far.

**20 SCORING SYSTEM**

- 20.1 The Low Points scoring system of RRS Appendix A will apply, as follows:  
1<sup>st</sup> place = 1 points  
2<sup>nd</sup> place = 2 points  
3<sup>rd</sup> place = 3 points, etc.
- 20.2 The minimum number of races to be completed to constitute a Series will be 3 (except for the regatta).
- 20.3 Discards - boats will exclude their 'worst' results as follows:  
Up to 3 races sailed no excluded score  
Up to 7 races sailed 1 excluded score  
Up to 11 races sailed 2 excluded scores
- 20.4 Series/event tie - if, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.

**21 SAFETY REGULATIONS**

- 21.1 Adequate personal buoyancy for crew members shall be worn at all times whilst racing. Neither a wetsuit nor a drysuit constitute adequate personal buoyancy. (Alters RRS 40)
- 21.2 A boat that retires from a race shall notify the Committee Boat or an Official Boat as soon as possible.
- 21.3 All boats must carry a painter at least 5 metres long suitable for towing behind a rescue boat.
- 21.4 All boats where practicable are encouraged to carry an adequate anchor with at least 10m of suitable anchor warp.

**22 REPLACEMENT OF CREW OR EQUIPMENT**

- 22.1 For the series of races comprising an event the helm named on the entry form will always be a member of the boats crew. If a different helm completes a race in the same boat then they will be considered a separate entry and their results cannot be combined with another helm's results. However, the registered crew for a specific event may swap with the helm as desired. Crews may be changed during the event from the person named on the entry form provided that they inform the Race Committee. If it is known at the start of an event that you will have to change crew during the event then both crews should be registered on the entry form along with which day(s) they will be sailing.
- 22.2 Distinguishing Numbers. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G.
- 22.2.1 Such permission is only valid if sought in writing before use.
- 22.2.2 Where a hull, spars or sails are damaged to such an extent that they cannot be used in the next race after all reasonable steps are taken to carry out repairs then competitors may change equipment with the prior

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agreement of the Race Committee.

**23 EQUIPMENT AND MEASUREMENT CHECKS**

**23.1 Measurement / Checking**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

**23.2 Class Conformity**

Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. The changes RRS 63.1.

**24 SUPPORT BOATS**

24.1 All boats other than those racing or rescue boats should refrain from communicating with competitors from the time of the preparatory signal of the first race until all boats have finished racing.

**25 DISCLAIMER OF LIABILITY**

25.1 The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, the skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his or her boat for the race or races.

25.2 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor shall be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is to be used.

26.3 Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for their crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.

**Appendix A**

