

THE SOLWAY YACHT CLUB

National 12
Saturday 17th

SAILING INSTRUCTIONS

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 and those 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. 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)

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the official notice board before 0830 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.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagstaff at the end of the SYC Pier.
- 4.2 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 30 minutes.
- 4.3 Flag N indicates that all racing is cancelled for the day.

5. SCHEDULE OF RACES

5.1 Races are scheduled

Day	Date	Start Time (BST)	Warning Signal	HW (BST)
Saturday	17 Sept	1400	N12 1 st Race	1503
** Sunday	18 Sept	1500	1 st Starter	1534

- 5.2 On 17 September, the warning signal for a second race will be made as soon as is practicable after the conclusion of the first race. To alert boats that a second race will begin soon, the postponement signal (AP) will be displayed for at least 4 minutes before a warning signal is displayed.
- 5.3 On Sunday 18 September, no warning signal will be made after 1600 BST.

6. CLASS FLAGS

- 6.1 The class flags will be as follows:
N12 Red/White/Blue Stripe (Flag T)

7. RACING AREA

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

8. THE COURSES

- 8.1 Courses will be set and notified from the committee boat.
- 8.2 A race will normally consist of three rounds of the set course. It may be shortened in one of two ways.
 - a) 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.
 - b) 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 the required hand. Two sound signals will be given as the leading boat in each class approaches.
- 8.3 Boats must pass through the Starting Line at the start of each round of the course.

9. MARKS

- 9.1 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.

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1 The locations of these obstructions are shown in Appendix A.
 - 10.1.1 Almorness Fishing Nets : Boats must at all times pass to the East of the southernmost port (red) channel marker which lies 25 metres southeast of the small withy on the outermost post.
 - 10.1.2 Rough Island: Rough Island must not be passed on its eastern side.
 - 10.1.3 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

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briefing.

10.1.4 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).

11. THE START

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

11.2 Classes will start in the order Nat 12s.

11.3 The Start Line will be between the main mast of the Committee boat displaying an ORANGE flag and an ORANGE 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.

11.4 RECALLS Individual and general recalls will be made in accordance with RRS Rule 29.

11.5 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

11.6 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.1

11.7 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.

12. CHANGE OF COURSE AFTER THE START

12.1 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.

12.2 Notwithstanding Sailing Instructions 12.1 a mark will not be moved if it affects the point of sailing of any competitor during the time it is being moved.

13. THE FINISH

13.1 The Finish Line will be the same as the Start Line.

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

13.3 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

14. PENALTY SYSTEM

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

14.2 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.

15. TIME LIMITS

Where possible the maximum time limit for each race shall be 90 minutes from the starting signal for each class. Boats that fail to finish within 30 minutes of the first boat will be scored as DNF. At the discretion of the Race Officer, boats that he expects to finish outside of the time limit may be given their observed position on the course and instructed by rescue boats to return to the starting area for start of the next race. If competitors are finished in this way, they must return immediately to the start. There will be no redress if they delay and miss their start.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest forms will be available from the Race Office. They must be delivered there within the protest time limit.

16.2 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 between them, within one hour of finishing the last race.

16.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties to a hearing or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices.

16.4 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 RRS66.

16.5 If a protest committee awards average points for a series, it should be for the whole series, not races sailed so far.

17. SCORING SYSTEM

17.1 The Low Points scoring system of RRS Appendix A will apply, as follows:

1st place = 1 points

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2nd place = 2 points

3rd place = 3 points, etc.

17.2 Discards Boats will exclude their 'worst' results as follows:

Up to 3 races sailed no excluded score

Between 4 and 7 races sailed 1 excluded score

Two races are required to be completed to constitute the event.

17.3 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.

18. SAFETY REGULATIONS

18.1 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)

18.2 A boat that retires from a race shall notify the Committee Boat or an Official Boat as soon as possible.

18.3 All boats must carry a painter at least 5 metres long suitable for towing behind a rescue boat.

18.4 All boats where practicable are encouraged to carry an adequate anchor with at least 10m of suitable anchor warp.

19. REPLACEMENT OF CREW OR EQUIPMENT

19.1 For the series of races comprising an event the helm named on the entry form will always be a member of the boat's 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.

19.2 Distinguishing Numbers. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS77 and RRS Appendix G.

19.2.1 Such permission is only valid if sought in writing before use.

19.2.2 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 agreement of the Race Committee.

20. EQUIPMENT AND MEASUREMENT CHECKS

20.1 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.

20.2 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.

21. DISCLAIMER OF LIABILITY

21.1 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 boat for the race or races.

21.2 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. He 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.

21.3 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 his 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.

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Appendix A

