



## Joint NYC/PHYC Sailing Instructions 2008 Season

These sailing instructions cover the cruiser racing at NYC and PHYC venues

1. **Sunday spring series (open)**
2. **Spring Wednesday night series (club)**
3. **Summer Wednesday night series (club)**
4. **Winter Sunday series (open)**

Sponsors are **Neyland Yacht Haven Ltd** and **Dale Sailing Company**. Please remember to read your tide tables and study an admiralty chart before competing in racing.

### 1. Rules

- 1.1 Racing will be governed by the Racing Rules of Sailing (ISAF), the prescriptions of the RYA, class rules where appropriate except as any of these are changed by these Sailing Instructions.

### 2. Conditions of Entry

#### 2.1 **Eligibility**

- Eligible boats may be entered by completing registration with the organising authority for open series.

#### 2.2 **Safety**

- The safety of a yacht and her entire management including insurance is the sole responsibility of the owner/competitor racing the yacht who must ensure that adequate safety equipment is carried.
- The decision whether or not to start or continue in a race is the owner/competitor's and the race organisers accept no liability for loss, injury or damage. The race officer has the authority on duty of care grounds to cancel/postpone/delay any planned race, at any time.
- Moreover, every owner/competitor warrants the suitability of his yacht for the races.
- All yachts shall carry :
  - A minimum third party insurance in the sum of £2,000,000
  - An engine capable of propelling the yacht at 4 knots in calm water and sufficient fuel for 2 hours motoring. Engine and associated equipment must be fully functioning and in a safe working order before the starting procedure commences. Random checks may be carried out by the Race Committee.
  - A VHF radio capable of transmitting and receiving Channels 16, 12, & 37. Immediately after the start all yachts racing will keep a dual watch on channel 16 and 37. MPHA signal station wishing to communicate directly with a yacht will call on **Channel 16** and request yacht(s) to switch to **Channel 12**. On completion of any such communication the yacht(s) concerned will resume dual watch on **Channel 16** and **Channel 37**. Random radio checks may be carried out at the discretion of the Race Officer.

### 2.3 Lifejacket Rule

- When flag **Y** is flown from any NYC/ PHYC flag staff, or Committee boat, **ALL** competitors shall wear lifejackets. Failure to comply with this rule **WILL** result in a disqualification.

### 2.4 Classes

- Racing will be provided for yachts in the following classes:
  - IRC - All yachts with current IRC rating certificates.
  - Portsmouth - Yachts with Portsmouth numbers.
- If three or more identical boats enter and take part in a race series, a separate class result may be extracted from the overall series results to encourage class racing.
- To enable appropriate courses to be set by the organising club classes will normally be split into three groups as follows:
  - IRC classes (Fast), Pennant 1– All yachts racing under a valid IRC certificate 0.893 and greater.
  - IRC classes (Slow), Pennant 2 - All yachts racing under a valid IRC certificate, 0.892 and less
  - Portsmouth Pennant 3 - Yachts racing under the Portsmouth Yardstick handicap scheme.
- To make a division valid for a series there must be at least three yachts entered, however only two need to be present to constitute a race. The IRC class rating split between div one and div two may be adjusted depending upon yachts entered. Yachts without Portsmouth Numbers published in the current YR2 will be allocated numbers according to the method described in YR2. Allocated numbers may be adjusted during the series. If three or more identical boats enter and take part in a race series, a separate class result will be extracted from the overall series results to encourage class racing, the winner may qualify for separate prize.

### 2.4 Rating Certificates

- Yachts in IRC Class must carry a copy of their IRC Rating Certificates on board whilst racing, in accordance with the rules of IRC, and are required to produce it for inspection. No points will be awarded for any race for which the certificate was not valid.
  - **IRC advice**> a nominal rating of **2.000** will be applied to yachts in the pennant 1 class : a nominal rating of **1.000** will be applied to yachts in the pennant 2 class, who are awaiting their IRC certificates from the RORC organisation. This will apply for a maximum of 4 consecutive races. Results will be adjusted on the production of a valid certificate.

### 2.5 Class Pennants

- Prior to her preparatory signal, and for the duration of the race, each yacht shall fly her class pennant at least 1 metre above the stern pulpit. The class pennant shall be:
  - The numeral pennant listed in 3.1. This pennant will be flown at all times when racing. Any yacht failing to fly a class pennant will not be considered a starter or, if having started and sailed the course, will be deemed to have retired.

### 2.6 Portsmouth/IRC Ratings

- Progression from PY to IRC will be permitted within the season, but not part way through a series. Non YR2 classes will need to complete 6 races in varied



Starting signal (Class pennant lowered plus one sound)

Start time.

- Times shall be taken from the visual signal, the absence of a sound signal shall be disregarded.

#### **4.6 Recalls and Starting Penalties**

- If any part of a yacht's hull or equipment is on the course side of the starting line when the starting signal is made, a sound signal will be given and the code flag X will be flown until all such yachts have returned to the pre-start side of the line, or for 2 minutes whichever is the earlier. The officer of the day may transmit the sail numbers of premature starters on VHF Channel 37. Failure to do so shall not be grounds for a request for redress. Yachts recalled but failing to return correctly will be disqualified.
- If a race is restarted, re-sailed or rescheduled any yacht disqualified under SI 4.6 may compete in it without penalty, the appropriate RRS being amended accordingly, except in the case of SI 4.4.

### **5. Finishing**

- **Time limits for Cruiser Racing at NYCand PHYC venues. RRS 35 is to be replaced with :**
  - Maximum time limit for 1st boat home **Wednesday night racing;**
  - **Division 1 >90 minutes**
  - **Division 2 > 80 minutes**
  - **Division 3 > 70 minutes**
  - **The time limit is 0.5x E** after the finish of the leading boat . E = elapsed time of the first boat to finish in each fleet .
  
  - Maximum time limit for 1 st boat home **Sunday racing ;**
  - **Division 1 > 220 minutes**
  - **Division 2 > 210 minutes**
  - **Division 3 > 210 minutes**
  - **The time limit is 0.4xE** after the finish of the leading boat. E= elapsed time of the first boat to finish in each fleet.

#### **5.1 Shortened course**

- will be signalled using International Code Flag 'S'. This signal may be made before the leading yacht has rounded the last mark of a lap, i.e. the finishing line may be crossed in the opposite direction to the course instructions if this is the case.

#### **5.2 Retirements:**

- A yacht retiring from a race must inform the race committee at the earliest opportunity.

### **6. Alternative Penalties**

- 6.1** A yacht infringing a rule of Part 2 of RRS may exonerate herself in accordance with RRS 44.2 (720 degrees turns penalty)
- 6.2** A yacht touching a mark may exonerate herself in accordance with RRS 31.(360 degrees penalty)

## 7. Protests:

- 7.1 Only International Code Flag 'B' or a red rectangular flag will be accepted as a protest flag.
- 7.2 Protests must be lodged with the race officer of the organising club within 1 hour of the finishing time of the protesting yacht. Protests are to be accompanied by a £15.00 fee.(Refunded when a protest is upheld).
- 7.3 The parties to the protest will be notified of the time and place of the hearing.
- 7.4 Failure on the part of any party to the protest, or a representative, to attend the hearing may justify the protest committee in deciding the protest as it thinks fit without a full hearing.

## 8. Scoring System

- 8.1 For any race, there must be two starters in any class or three in a combined division (see 2.3).
- 8.2 The Low Point System (Appendix A) shall apply, amended as follows:
  - A yacht that does not finish or, having finished later retires (DNF or RET) will score points equal to the number of starters in the race plus 1.
  - A yacht that is disqualified (DSQ) will score points equal to the number of starters in the race plus 3.
  - A yacht that comes to the racing area but fails to start (DNS) will score points equal to the number of starters on that day plus 1. A yacht that does not come to the racing area (DNC) will score points equal to the number of entrants in the series plus 2.

## 9. Allowances

- 9.1 Helms may request permission to receive an allowance on their PY number for sailing without spinnakers, gennikers, cruising chutes, square sails and all other purpose made, down wind sails, as set out in RYA document "YR 2". *IRC division helms may elect to use their non spinnaker numbers on production of a valid certificate. Applies on a series only basis.*
- 9.2 Cruising chute with a boom is an acceptable alternative to a conventional spinnaker, however yachts will not receive the 40 point allowance on their PY number (PY division only).
- 9.3 Propellers are not to be removed.
- 9.4 Vane or other automatic steering devices are not to be used.
- 9.5 **Use of engines** : In order to avoid any potentially dangerous situations, yachts may use their engines to motor clear, provided this is done in a way as not to give unfair advantage. Yachts that do use their engine in this way shall report the circumstances to the race committee within an hour of finishing any race, who may or may not apply a penalty.

## 10. Bylaws & other rules

- 10.1 All Yachts shall comply with Milford Haven Port Authority Bylaws and not interfere with, obstruct or inconvenience any commercial shipping. ***Any yacht that is reported by the Port Authority as having infringed commercial shipping will be disqualified without redress.***

- 10.2** Smoking and the use of naked flame is strictly forbidden when passing Oil / GAS, tankers / installations.
- 10.3** **MHPA** will be provided with a list of yachts competing by name, sail number and hull colour.
- 10.4** **Minimum crew**; two people required to compete. Advice to all helms; good practice to race with at least 3 people on board.