

Sailing Instructions – Winter Series 2011

Winter Series (V1)

These sailing instructions cover Cruiser Racing at NYC and PHYC for 2011 Winter Series.

Please remember to read your tide tables and study an admiralty chart before competing in racing.

1 Rules

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 for each series with Neyland Yacht Club and Pembroke Haven Yacht Club.
- Registration forms are available from the NYC website & Starting Deck, PHYC Notice Board and Neyland Yacht Haven.
- Please provide an e-mail address for future notifications.

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 with cover for racing.
 - 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. It is advisable to monitor commercial activity on **Channel 12** if you have the facility.

2.3 Lifejacket Rule

- When flag Y is flown from any NYC or PHYC flag staff, **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:
 1. **IRC 1 - Pennant 1** Yachts racing under a valid IRC certificate
 2. **IRC 2 - Pennant 2** Yachts racing under a valid IRC certificate
 3. **PY/BJ Div 3 - Pennant 3** Yachts racing under a valid BJ number
 4. **PY/BJ Div 4 - Pennant 4** Yachts racing under a valid BJ number
- 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. Yachts without BJ Numbers (Byron James) will be allocated a number. 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.

2.5 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 + 1 will be allowed.
- **IRC advice** > a nominal rating of **2.000** will be applied to yachts in the the Pennant 1 class : a nominal rating of **1.000** will be applied to yachts in the Pennant 2 class to those awaiting their IRC certificates from RORC. This will apply for a maximum of 4 consecutive races. Results will be adjusted on the production of a valid certificate.
- BJ-number base handicaps will be as per the Byron James published list or as amended after measurement. **Written confirmation of measurement data and resulting handicap number must be submitted to a club ratings officer.**

2.6 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.

3 Communications with Competitors

3.1 Class Signals

- **IRC 1/2** - Numeral Pennant 1/2
- **Div 3/4** - Numeral Pennant 3/4

3.2 Changes to Sailing Instructions

Changes will be displayed on NYC and PHYC club notice boards and Neyland Yacht Haven one week prior to implementation and will be available on the NYC/PHYC websites. Entrants who have provided an e-mail address may be notified by e-mail. Competitors' attention may be drawn to such changes by flying International Code Flag 'L' and/or announcement on VHF Channel 37 prior to the start of a race.

4 Schedule of Races, Courses & Starting Procedure

4.1 Races

The 12 Races will take place every Sunday commencing Sunday 2nd Oct

Starting times for **Sunday** morning will be:

- **11.00** hrs for **IRC 1/2**
- **11.05** hrs for **PY/BJ Div 3 & 4**

On **Remembrance Day 13th Nov**, the start times will be sequenced as above but **30 minutes** later.

4.2 Courses

- Valid up to date course sheets will be provided on the NYC and PHYC websites.
- Course V is a transmitted radio course. Details will be transmitted approximately 20 minutes prior to start sequence.

4.3 Starting

- **NYC**: Transit through an **orange** coloured pole mounted at the rear of NYC Clubhouse and the NYC flagpole (also painted **orange**), extending to the south shore. There is no ODM.
- **PHYC**: Transit through yellow/red pole on the end of Hobbs Point and the Clubhouse balcony flagpole, extending to the north shore. There is no ODM.
- Starts will be east/west unless otherwise stated.

4.4 Starting Signals

Signals will be given in accordance with **RRS 26** at the following intervals:

Warning Signal (class pennant plus one sound)	Start minus 5 minutes.
Preparatory Signal (P plus one sound)	Start minus 4 minutes.
One minute (prep flag removed plus one sound)	Start minus 1 minute.
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.

4.5 Recalls & 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

5.1 Time Limits

RRS 35 is to be replaced with :

- Maximum time limit for 1st boat home;
 - **IRC 1/2 > 220 minutes**
 - **Div 3/4 > 210 minutes**

The time limit is **0.4 x E** after the finish of the leading boat. (E= elapsed time of the first boat to finish in each fleet.)

- In the event of races potentially exceeding the time limit due to lack of wind, the Race Officer **may** announce the elapsed time of the first boat to cross the finishing line for each fleet. It is the responsibility of the crews to estimate their own elapsed time and decide whether or not to retire.
- Race officer has plenary powers to amend time limit to suit weather conditions in order to obtain a fair and valid sporting result.

5.2 Shortened Course

A 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.

5.3 Retirements

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

6 Alternative Penalties

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

7 Protests

- Only International Code Flag 'B' or a red rectangular flag will be accepted as a protest flag.
- 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).
- The parties to the protest will be notified of the time and place of the hearing.
- 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

- For any race, there must be two starters in any class or three in a combined division (see 2.4).
- 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.
- For the 12 races, there will be 4 discards, 8 to count. Should individual races be abandoned, the scoring will be as follows: 7 out of 11, 6 out of 10.

9 Allowances

- Helms may request permission to receive an allowance on their P number for sailing without spinnakers, gennakers, cruising chutes, square sails and all other purpose made, down wind sails. IRC division helms may elect to use their non spinnaker numbers on production of a valid certificate. Applies on a series only basis and must be requested prior to the first race in which they compete.
- Cruising chute with a boom is an acceptable alternative to a conventional spinnaker, however yachts will not receive the 40 point allowance on their BJ number (BJ divisions only).
- Propellers are not to be removed.
- Vane or other automatic steering devices are not to be used.
- 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, which may or may not apply a penalty.

10 Bylaws & Other Rules

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