

GENERAL SAILING INSTRUCTIONS
FOR RACING AT H.L.S.C.

1. **RULES** Races shall be governed by the Racing Rules of Sailing and the rules governing individual classes.
2. **AMENDMENTS** Any amendment to these instructions will be by written notice posted on the main notice board of the clubhouse.
3. **STARTING SYSTEM** R.R.S. 26 will apply.
- 4(i) **SOUND AND VISUAL SIGNALS**

WEDNESDAY SERIES RACES

		Time Signal		19.05
Class 1	Flying Fifteens	Class Flag 'Q'	Signal No. 1 on Red Board	19.15
Class 2	Pipers	Class Flag 'H'	Signal No. 2 on Yellow Board	19.20
Class 3	Dinghies Toppers	Class Flag 'M' Class Flag 'O'	Signal No. 3 on Green Board	19.25
Class 4	Handicap Keelboats White Sail	Class Flag 'V'	Signal No. 1 on Red Board	19.30

The preparatory signal 'P' is a coloured light at the bottom of the white board.

- 4(ii) Individual Recall:- In alteration to Rule 29.1 Flag X is replaced by continuing illumination of the class signal.
- 4(iii) General Recall:- In alteration to Rule 29.2 first substitute is replaced by a flashing orange light and the continuing illumination of the class signal.
- 4(iv) Weekend Races:- Starting time will be 14.00 unless otherwise indicated by an amendment posted in accordance with the sailing instructions.
- 4(v) Course:- The number of the course to be sailed, from the Standard Course Table, will be displayed along with the class flags of those classes racing.
- 4(vi) Special Course:- If Number 99 is displayed then a special course will be sailed, this having been posted in accordance with sailing instructions.

5. **STARTING AND FINISHING LINES**

These will be the same line drawn between a white line on the Clubhouse and outer mark 'X', as indicated in the Standard Course Table.

At all starts an inner limit mark may be moored on or near the line, and must be left on the opposite hand to the outer mark.

At finishing, mark 'X' as indicated in the Standard Course Table, is the final letter of a round.

The starting/finishing line must only be crossed as specified in the Standard Course Table, otherwise will rank as an obstruction.

6. RECALLS

For the purpose of interpreting R.R.S.30.1, the water between the inner limit mark, (if laid), and the shore, will rank as the inner extension of the starting line.

7. LATE ARRIVAL

In alteration to R.R.S.42, any yacht arriving late in the vicinity of the starting line may remain under power or tow after the preparatory signal for her class, provided that, after stopping her engine or casting off, she carries out two full 360° turns (i.e. 720°), on the prestart side of the line or its extensions. While doing so, the yacht shall keep clear of any other yachts until she has completed her turns, and is on proper course.

8. PENALTIES FOR BREAKING RULES OF PART 2

In alteration to R.R.S.44, the penalty for Piper class and Handicap class yachts only, is reduced to 360°.

9. KEEPING CLEAR

Before a boat's preparatory signal, and after finishing, she shall avoid close proximity to the starting/finishing line so as not to interfere with other yachts racing.

10. TIME LIMITS

The fixed time limit for evening races shall be 21.30.

The fixed time limit for morning or afternoon races will be three hours after a valid start.

In addition to R.R.S.35, if by the 'fixed time limit' no yacht in a class has finished, but one or more yachts have completed one or more rounds, then the results will be taken from the position of the yachts at the end of the last completed round. Until expiry of 'fixed time limit', all yachts are racing. If one or more yachts have completed one or more rounds before the 'fixed time limit' then the time limit will be extended by thirty minutes for all other yachts in that class to finish the same number of rounds, to qualify for points and/or prizes.

11. POINTS SYSTEM

R.R.S. Appendix A 4.1 – low point scoring system will apply.

If four or more races are sailed in a series, there shall be one discard, otherwise all races will count.

In a series, a lone yacht which ranks as a starter and sails the course until stopped by the Race Officer, will rank as having finished first and will be awarded the appropriate points.

12. SAFETY

Attention is drawn to R.R.S. Part 1 – Fundamental Rules 1.2. Attention is also drawn to the regulations governing buoyancy certification and mandatory safety equipment requirements pertaining to individual classes.

Each yacht or dinghy shall carry adequate third party insurance.

No dinghy racing will take place without the presence of a crewed rescue boat.

13. CLYDEPORT RESTRICTIONS

Narrow Channels. Attention is drawn to the international regulations for prevention of collision at sea, 1972, with particular regard to Rule 96 which states:- "A vessel of less than 20 metres in length, or a sailing vessel, shall not impede the passage of a vessel which can safely navigate only within a 'narrow channel or fairway'".

With the increasing use of the Marina Pier in the shipping of timber, the Holy Loch is considered a 'narrow channel'. Whilst racing, any yacht which is unable, for reasons of lack of wind, or other cause, to sail clear of a large power driven vessel, shall start her engine or paddle in order to clear, and thereafter shall report full details to the Race Committee.

Competitors are reminded of Clydeport Operations Ltd. byelaw which prohibits yachts and other craft from manoeuvring within 100 metres of any ferry terminal. Particular regard shall be paid to this when in the vicinity of Cal Mac and Western Ferries facilities at Dunoon, McInroy's Point and Hunter's Quay. Any yachts reported to be in breach of this byelaw by the ferry operator, a fellow competitor, or a third party will be proceeded against by the Race Committee, and may be disqualified.

14. PROTESTS

In alteration to R.R.S.61.3, protests shall be lodged with the Race Committee immediately after finish of race, or on coming ashore at the end of several races. The protest will be heard in the Clubhouse as soon as possible thereafter.

15. LIABILITY

The safety of a yacht or dinghy, and her entire management, including civil responsibility to third parties, shall be the sole responsibility of the owner/competitor racing the vessel. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for the crew, the vessel, its equipment, and the management thereof.

The Holy Loch Sailing Club disclaims any and every responsibility for the loss, damage, injury or inconvenience to persons, vessels, or associated aspects, howsoever arising, directly or indirectly, ashore or afloat, from their policy, rules or rulings, during the races, and related activities.

16. RADIO COMMUNICATIONS

A vessel shall neither make radio transmissions while racing, nor receive radio communications not available to all vessels. This restriction also applies to mobile telephones.

17. RETIRALS

Helmsmen of boats which retire are asked to inform the rescue boat, or the Race Officer, immediately on coming ashore. The Race Committee may maintain a watch on Channel 37, primarily for safety purposes.