

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

1. RULES

Races shall be governed by the ISAF Racing Rules of Sailing 2017-2020 (RRS), the RYA Prescriptions thereto, the relevant Appendices, individual Class Rules, and these Sailing Instructions.

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

Time signals will be made at 11.00, 14.00, or 19.00, as appropriate.

CLASS STARTING SIGNALS				Series 1, 2 and 3	Weekend	
Class 1	Flying Fifteens	Class Flag 'Q'	Signal No. 1 on Red Board	19.10	11.10	14.10
Class 2	Pipers	Class Flag 'H'	Signal No. 2 on Yellow Board	19.15	11.15	14.15
Class 3	Dinghies Handicap Keelboats White Sail	Class Flag 'M' Class Flag 'V'	Signal No 3 On Green Board	19.20	11.20	14.20
Class 4	Toppers	Class Flag 'O'	Signal No. 4 on White Board	19.25	11.25	14.25

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

Evening Races only - in the event of postponement of the first start, the Race Officer may, to maximise daylight use, elect to have all classes start together. To signify this, IC Flag 'L' will be displayed beside the class flags prior to the removal of the AP. Signal No. 1 on the red board applies.

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:-** First start will be at 11.10 and/or 14.10 as appropriate, with 5 minute interval between starts. In the event that the Race Committee decide that all Classes shall start together, appropriate instructions will be posted in accordance with Rule 2. Classes will be separated in results collation.
- 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.
- 4(vii) Individual Races** With regard to individual races, e.g. Gantock, Handicap Class yachts may choose to sail with or without spinnakers. Results will be collated with regard to sails used, allowing therefore for both formats. Attention is drawn to the rule governing a lone yacht.

5. STARTING AND FINISHING LINES

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

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. In certain circumstances the re-crossing of the starting/finishing line may be unavoidable, but this fact can only be judged appropriate by a Protest Committee.

6. 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.

7. 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 one turn.

8. 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.

9. TIME LIMITS

The fixed time limit for evening races for Series 1 and Series 2 shall be 21.30. For Series 3, races 1, 2 and 3 the fixed time limit will be 21.15 and for races 4, 5 and 6 the fixed time limit will be 21.00.

The fixed time limit for morning or afternoon races will be three hours after the valid start for each Class, with a thirty minute extension, unless the sailing instructions for that event state otherwise.

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, without regard to subsequent events. If one or more

yachts have completed one or more rounds before the 'fixed time limit' then the time limit will be extended by fifteen minutes for all other yachts in that class to finish the same number of rounds, to qualify for points and/or prizes.

10. 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.

Unless a lone yacht at a start is taking part in a series it will not be given a start. A series lone starter may be asked by the Race Officer to start with another class.

11. 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. The declaration of Third Party Insurance compliance must be made prior to participating in any race and must accompany payment of flat rate entry money. Any boat attempting to race in contravention of this rule will be disqualified. Part 6, Rule 76.1 applies.

No dinghy racing will take place outwith the presence of a crewed rescue boat.

12. CLYDEPORT RESTRICTIONS

Narrow Channels. Attention is drawn to the international regulations for prevention of collision at sea, 1972, with particular regard to Rule 9B 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.

13. 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, or at such other time and venue, as mutually agreed by the parties involved. The Exoneration Penalty and Advisory Hearing, and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. Decisions from RYA Arbitration can be referred to a Protest Committee, but cannot be reopened or appealed. The document RYA

Guidance/Rules Disputes, is available for consultation on the Notice Board in the foyer of the Clubhouse.

14. LIABILITY RYA RISK STATEMENT

Rule 4 of the RRS states; “ The responsibility for a boat’s decision to participate in a race, or to continue racing, is her’s alone.”

Sailing is, by its nature, an unpredictable sport, and therefore involves an element of risk. By taking part in any race, each competitor agrees, and acknowledges that;

- (a) They are aware of the inherent element of risk involved in the sport, and accept responsibility for the exposure of themselves, their crew, and their boat, to such inherent risk, whilst taking part in racing;
- (b) They are responsible for the safety of themselves, their crew, their boat, and their other property, whether afloat or ashore;
- (c) They accept any responsibility for any injury, damage, or loss, to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the races, and they are fit to participate;
- (e) The provision of a Race Management Team, Patrol Boats, Umpires, and other officials and volunteers, by the HLSC, does not relieve them of their own responsibilities;
- (f) The provision of rescue boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practicably provided in the circumstances.

It is the responsibility of the Owner/Skipper to make their crew aware of the foregoing, and it is now a condition of entry to all HLSC races, that this has been implemented.

The HLSC 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 other activities.

15. COMMUNICATIONS

RRS 41 applies, particularly with respect to mobile phones, now carried, with few exceptions, on all boats, and also to VHF radios.

16. 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.