

GENERAL SAILING INSTRUCTIONS
FOR RACING AT H.L.S.C. 2026

1. RULES

1.1 Races shall be governed by World Sailing Racing Rules of Sailing 2025-2028 (RRS), the RYA Prescriptions thereto, the relevant Appendices, Individual Class Rules, and these Sailing Instructions. In certain circumstances, and in conducive conditions, the Race Officer may forego Individual Class Rules, and permit single handed participation. This applies to Dinghies and Flying Fifteens only.
In the event of conflict, these Sailing Instructions shall prevail.

2. AMENDMENTS

2.1 Any amendment to these instructions will be by written notice posted on the main notice board in the foyer of the clubhouse, and on the Club Website.

2.2 Should there be any conflict between the Year Book and the Club Website, the Website shall prevail.

3. STARTING SYSTEM

3.1 R.R.S. 26 will apply. The Warning Signal will be 5 minutes before the Starting Signal.

4. SOUND AND VISUAL SIGNALS

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

CLASS STARTING SIGNALS				Series 1, 2 and 3	Weekends	
Class 1	Handicap Class White Sail	Class Flag 'V'	Signal No. 1 Red on Red Board	19.10	Mass Start	1110 1410
Class 2	Flying Fifteens Dinghies	Class Flag 'Q' Class Flag 'M'	Signal No. 2 Yellow on Yellow Board	19.15		
Class 3	Pipers	Class Flag ' 'H'	Signal No 3 Green on Green Board	19.20		
Class 4	Toppers	Class Flag 'O'	Signal No. 4 White on White Board	19.25		

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

4.3 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 'A' will be displayed beside the class flags, prior to the removal of the AP. Signal No. 1 on the red board, and Class Flag 'V' applies.

4.4 Individual Recall:- In alteration to Rule 29.1 Flag X is replaced by continuing illumination of the class signal.

4.5 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.

4.6 Weekend Races:- Starts will be at 11.10 **and/or** 14.10 as appropriate. All Classes shall start together. Signal No 1 on the Red Board applies. IC Flag "V" applies.

Should the Race Officer decide otherwise, Classes shall start at 5 minute intervals in the format of Evening Races. Competitors will be advised of this, prior to the time signal. Regardless of start format, the finishes will be Class separated, unless the Race Officer decides otherwise.

4.7 Course:- **THERE ARE NOW SEPARATE COURSE TABLES FOR DINGHIES AND KEELBOATS. THEY ARE COMPATIBLE. NUMBER 1 – 14 IS DISPLAYED ADJACENT TO CLASS FLAGS.**

4.8 Special Course:- If Number 99 is displayed then a special course will be sailed, this having been posted in accordance with sailing instructions, or conveyed to competitors afloat.

4.9 Individual Races With regard to individual races, e.g. Gantocks, Handicap Class yachts may choose to sail with spinnakers without informing the Race Officer The intention to use a spinnaker may be conveyed to other competitors prior to the start.

5. STARTING AND FINISHING LINES

5.1 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.

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

5.3 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 ruled upon by a Protest Committee.

6. LATE ARRIVAL

6.1 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

7.1 In alteration to R.R.S.44.1, the penalty is reduced to One-Turn for Piper O.D. & Handicap Keelboats.

8. KEEPING CLEAR

8.1 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

9.1 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.

9.2 The fixed time limit for massed start races will be three hours after a valid start, for all yachts. If the start is by class, the fixed time limit will be three hours for each class, from their valid start.

9.3 In addition to R.R.S.35, if by the 'fixed time limit' no yacht in a class has finished any race, 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.

9.4 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 in evening races, and thirty minutes in morning and afternoon races, giving all other yachts in that class the opportunity to finish the same number of rounds, to qualify for points and/or prizes.

10. POINTS SYSTEM

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

10.2 If six races are sailed in a Series, there will be 2 discards. Five or four, there will be 1 discard. Otherwise, all will count

10.3 A Lone Yacht which ranks as a Starter, either in a Series Race, or a one-off Race, will rank as a finisher.

10.4 A boat, unable to sail in a Series race(s) because of Race Box or Patrol Boat duty, however occasioned, will be awarded average points for that race(s) in the Series.

11. SAFETY

11.1 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.

11.2 In declaring their intention to race, by payment of entry money, and/or crossing the start line, each yacht or dinghy is indicating that they carry adequate third party and racing risks insurance. Any boat attempting to race in contravention of this rule will be disqualified. Part 6, Rule 76.1 applies.

11.3 No **DINGHY** racing will take place outwith the presence of a crewed patrol boat.

12. PEEELPORT RESTRICTIONS

12.1 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’”.

12.2 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.

12.3 Competitors are reminded of the Peelport 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 any third party will be proceeded against by the Race Committee, and may be disqualified.

13. PROTESTS

In alteration to R.R.S.60.3, 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

14.1 Rule 4 of the RRS states; “ The responsibility for a boat’s decision to participate in a race, or to continue racing, is hers 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 patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

14.2 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.

14.3 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

15.1 RRS 41 applies. When racing, no voice or data transmissions shall be made or received, except in an emergency.

16. RETIRALS

16.1 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.

17. RESPONSIBILITY

17.1 The Club, its Office Bearers, Committee, Servants, and Voluntary Assistants, accept no liability whatsoever for damage or injury that may be sustained by boats, owners, crews, and guests, taking part in any Club activity, or using jetties, ramps, moorings, piers, parts, premises or any other facilities, or using or accepting assistance from launches or boats provided by the Club, or otherwise occasioned, whether by negligence of the Club, the said Office Bearers, Committee, Servants, and Voluntary Assistants, or not. Members and their guests use Club facilities and take part in Club activities entirely at their own risk.

18. INDEBTEDNESS

18.1 Should a competitor have outstanding financial obligations to the Club, and these obligations remain unresolved at the completion of the Sailing Calendar, the Committee may consider cancelling the award of any Trophies/Prizes, to that competitor. In this instance, the next placed will qualify. Timely resolution of the indebtedness will obviate this course of action.

19. CAUTION

DUNOON DIVING CLUB ARE OCCASIONALLY OPERATING IN THE VICINITY OF ARDNADAM PIER, AND CLOSE TO OUR MARKS "A" & "C". SURFACE VESSELS DISPLAY IC FLAG "A". INTERNATIONAL RULES REQUIRE US TO KEEP CLEAR. ANY INCIDENT MUST BE REPORTED TO THE RACE BOX ON COMING ASHORE.