



The Penarth Yacht Club Annual Sailing Regatta 2020

Saturday 12th & Sunday 13th September
GOVERNED BY COVID-19 GUIDELINES

Sailing Instructions

Version 3.1

www.penarthyachtclub.com

1 RULES

- 1.1** The **Penarth Yacht Club Annual Sailing Regatta 2020** will be governed by the rules as defined in *The ISAF Racing Rules of Sailing, 2017-2020*, except where amended by these Sailing Instructions.
- 1.2** Competitors shall complete the entry form and pay the necessary dues in order to be eligible to race.
- 1.3** Competitors shall be covered by third party insurance to a minimum value of £2,000,000

2 NOTICES TO COMPETITORS

- 2.1** Notices to competitors will be posted on the Official Notice Board located on the club main boathouse external doors located on the ground floor of Penarth Yacht Club.

3 AMENDMENTS TO SAILING INSTRUCTIONS

- 3.1** Amendments to sailing instructions will be posted on the Official Notice Board no less than one hour before the advertised start time of the race or races concerned. Such amendments will be indicated by the flying of flag 'L' at the Penarth Yacht Club balcony accompanied by one sound signal. **Yacht fleets will be notified of any amendments by radio.**

4 COMMITTEE BOAT SIGNALS

- 4.1** There will be no committee boats present at the PYC Annual Sailing Regatta 2020.
- 4.2** All racing will be managed from the Penarth Yacht Club Race Control box

5 SCHEDULE OF RACES & EVENTS

- 5.1** The event will comprise of a maximum of 2 points races, per day, per class.
- 5.2** **Schedule:**

Saturday 12th September 2020

Dinghies

Fleets to be decided based on numbers. General Handicap and/or possible split of classes.

Time of first warning signal: **11:55**

Subsequent races to follow as soon as possible thereafter

IRC

Time of first warning signal: **11:25**

2nd race to follow as soon as possible thereafter

NHC

Time of first warning signal: **11:55**

2nd race to follow as soon as possible thereafter

Sunday 13th September 2020

Dinghies

Fleets to be decided based on numbers. General Handicap and/or possible split of classes.

Time of first warning signal: **12:55**

Subsequent races to follow as soon as possible thereafter

IRC

Time of first warning signal: **12:25**

2nd race to follow as soon as possible thereafter

NHC

Time of first warning signal: **12:55**

2nd race to follow as soon as possible thereafter

6 CLASS FLAGS

- 6.1 Dinghies – To be confirmed at race briefing.
- 6.3 IRC, NHC will be managed by radio; not flags.

7 RACING AREA

- 7.1 **Dinghies** - The approximate area of racing will be off Penarth Esplanade, maintaining clear distance to any scheduled shipping
- Yachts** – The race area will be an ‘around the cans’ event for both yacht fleets.
- 7.2 There will be **separate race areas/courses** for dinghies and yachts.

8 THE COURSES

- 8.1 The dinghy course will be laid cylindrical marks within the **dinghy racing area** as defined in the race briefing.
- 8.2 The yacht courses will use channel markers with a course communicated by the Race Officer via radio prior to race start.
- 8.3 The number of laps for **dinghies** will be communicated at the race briefing.
- 8.4 The number of laps for **yachts** will be communicated by radio on Channel 37M

9 MARKS (dinghies)

- 9.1 Racing marks will be orange cylindrical buoys, unless specifically mentioned during the race briefing.
- 9.2 The starting and finishing mark will be the PYC Outer Distance Mark (ODM)

10 WARNINGS FOR COMPETITORS

- 10.1 Penarth Pier is an obstruction to sea-room and competitors are warned to keep well clear.
- 10.2 Competitors must keep clear of all merchant vessels in the vicinity of Penarth Roads. Any means of propulsion may be used to achieve this as long as no advantage is gained.
- 10.3 Competitors must respond to all instructions made by an official rescue boat. Failure to do so may result in disqualification.

11 THE START

- 11.1 Races will be started by using Rule 26 (i.e. signals will be made at 5, 4, 1 minute and start).
- 11.2 The **Dinghy** start line will be a transit between the PYC flag staff, the orange triangle on the clubhouse roof top and extend to the PYC (ODM). Please note that the ODM may not be in direct line of the transit due to tidal effects
- 11.3 The **Yacht** start line will be a transit between the PYC flag staff, the orange triangle on the clubhouse roof top and extend to the marker bouy Mid Cardiff. Please note that Mid Cardiff may not be in direct line of the transit due to tidal effects.
An inner distance mark will ensure no yachts infringe on the Dinghy Sailing Course.
- 11.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes rule A4.
- 11.5 **One Minute & Black Flag Rule**
- 11.5.1 At the discretion of the Race Officer the One Minute or the Black Flag Rule can be used in accordance with the RRS.
- 11.5.2 If a start using a black flag is subject to a general recall, the boats identified as infringing this instruction will be notified by on-water support crew and/or communicated by radio.
- 11.5.3 Boats so identified shall immediately retire and remain well clear of all boats racing. A boat that fails to observe this instruction will be disqualified from all races in the series without a hearing.
- 11.5.4 It is the sole responsibility of each competitor to find out if their sail number is or is not displayed or announce by radio, and then to act in accordance with this instruction.
- 11.6.1 **Dinghies:** In the event of a general recall the ‘1st’ Substitute Flag will be broken out by the on-water support crew and TWO sound signals made (this will be additional to the start signal). The offending fleet’s start sequence will restart as soon as possible.
- 11.6.2 **Yachts:** In the event of a general recall, all yachts will be notified by radio announcement. The offending fleet’s start sequence will restart as soon as possible.

12 CHANGE OF COURSE AFTER THE START

- 12.1** When after a race has started there is a substantial wind shift; the Race Committee may move one or more marks.
- 12.2.1 Dinghies:** When the course to be made good is significantly changed by such an alteration, a boat will be stationed near the mark at the start of the leg affected. She will draw attention to this change by making intermittent sound signals. When the leg affected is to windward, the approximate magnetic bearing of the new direction to the next mark will, when possible, be displayed near the start of that leg.
- 12.2.2 Yachts:** When the course to be made good is significantly changed by such an alteration, the race committee will notify the fleet(s) by radio communication. When the leg affected is to windward, the approximate magnetic bearing of the new direction to the next mark will be notified by radio.

13 THE FINISH

- 13.1 Dinghies:** The finish line will be a transit between the PYC Race Control Box and the PYC ODM.
Yachts: The Finish line will be defined by radio communication, as per course details.
- 13.2** A boat that has finished shall then pass completely through the finishing line, and no part of her shall thereafter again cross the finishing line from either direction while the finishing vessel is on station. A boat that infringes this Sailing Instruction may be scored DNF in the race she has just finished.
- 13.3** When code Flag 'S' and the relevant Class flag is broken out and two signals made by the committee boat, or radio communication (yachts) the race will be finished when the leading boats pass through the start/finish line.
- 13.4** When code Flag 'S' is broken out and two signals (or radio communications) are made by an official boat, the finish line will be between the mid-point of the boat flying Flag 'S' and the mark of the course the leading boat will next round.

14 PENALTY SYSTEM

- 14.1** The One-Turn and Two-Turns Penalties as described in the RRS 44.1 & RRS 44.2 shall apply.

15 TIME LIMITS

- Dinghies:**
- 15.1** If no boat has passed Mark 1 within 20 minutes the race will be abandoned.
- 15.2** If a race is not completed, the result may be determined by mark rounding positions at the discretion of the race officer.
- Yachts:**
- 15.3** Time limit of 3 hours for an "around the cans" course.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1** Protest forms are available at the race office. Protests shall be delivered there within one hour of the last boat finishing the day's racing.
- 16.2** Protests will be heard in the clubhouse as soon as possible after the day's racing. It is the responsibility of competitors who are party to the protest to ensure that they and their witnesses are available for the hearing.
- 16.3** If a protest committee awards average points for a series, it should be for the whole series, not races sailed so far.

17. SCORING SYSTEM

- 17.1** The Low Points scoring system of RRS Appendix A will apply.
- 17.2** Series ties will be broken in accordance with RRS Appendix A8:
- A8.1** If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.
- A8.2.** If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

18. SAFETY REGULATIONS

- 18.1** Adequate personal buoyancy for dinghy crew members shall be worn at all times whilst racing. Neither a wetsuit nor a dry suit constitutes adequate personal buoyancy. (Alters RRS 40).
- 18.3** A boat that retires from a race shall indicate this fact to the nearest safety vessel.

19. REPLACEMENT OF CREW OR EQUIPMENT (Dinghies)

- 19.1** Only the helm named on the entry form will be eligible. If a different helm completes a race in the same boat, then they will be considered a separate entry and their results cannot be combined with another helm's results. Crews may only be changed during the event with permission in advance from the Race Committee. If it is known at start of the event that you will have to change crew during the event, then both crews should be registered on entry form along with which day(s) they will be sailing. Permission will only be given to change crew as long as there is no performance gain from change of crew.

20. RISK STATEMENT

20.1

Rule 4 of the Racing Rules of Sailing 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 inherently involves an element of risk. By taking part in the event, 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 the event;
- b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c. They accept 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 event and they are fit to participate;
- e. The provision of a race management team, patrol boats and other officials and volunteers by the event organiser 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;
- g. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

21. RYA RACING CHARTER

Through the Racing Charter, the RYA seeks to promote fair and enjoyable racing for all.

What competitors should expect

- Racing that, as far as possible, is fair, enjoyable and safe.
- Shore facilities, administration and race management to acceptable standards and appropriate to the event.
- A way to complain or make a suggestion, and a response to complaints and suggestions.
- Prompt resolution of any disputes.

What is expected of competitors, their coaches, managers and supporters

- Courtesy and respect to other competitors, officials and other users of the water, both afloat and ashore.

- Compliance with the rules, and the taking of a penalty when required by the rules.
- Use of the provided services to resolve any disputes.

Resolution of racing disputes

The RYA encourages the adoption of the Exoneration Penalty, Advisory Hearings and RYA Arbitration in addition to protest hearings to improve the understanding of and compliance with the Racing Rules of Sailing. See www.rya.org.uk/racingrules.

Unacceptable behaviour

The RYA encourages the use of rule 69 and rule 2 to penalise and deter unacceptable behaviour both on and off the water. Guidelines on their application in the UK are on page 198 of the RYA's Racing Rules of Sailing ('Misconduct').

END OF SAILING INSTRUCTIONS