

Sailing Instructions
Wednesday Spring Series
(Version 2)

These sailing instructions cover Cruiser Racing at NYC and PHYC for the Wednesday Spring Series of races.

Sponsors are the **Dale Sailing Company**. 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 and PHYC Notice Board.
- 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 that of the owner/competitor; 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 or 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
 - 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.

- **The Clubs strongly advise all yachts to monitor commercial activity on Channel 12 especially when tankers are being berthed or the when ferry is en route.**
- Random radio checks may be carried out at the discretion of the Race Officer.

2.3 Lifejacket Rule

- When flag Y is flown from any NYC flag staff, or Committee boat, **ALL** competitors shall wear lifejackets. Failure to comply with this rule **WILL** result in a disqualification.

2.4 Classes

- **PN/Byron James** rating will be used. Any variation to the listed-rating for a boat will need to be verified by printed **BJ Certificate** and may be subject to independent verification.

1. **Fast Division 1 - Pennant 1** – All yachts below PN1000.

2. **Slow Division 2 - Pennant 3** – All yachts PN1000 and above.

- Boats close to PN1000 can opt to race in either fleet.
- Boats wishing to use a current IRC Cert would race in the Fast Division and will be given a dual PN and IRC result.
- If there are sufficient numbers of entries, the Race Officers may create a split within the classes to enable appropriate courses to be set. The sailing instructions will be amended accordingly.
- 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 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 may be extracted from the overall series results to encourage class racing, the winner may qualify for separate prize.

2.5 Rating Certificates

- In accordance with the rules of IRC, all yachts in IRC Division must carry a copy of their IRC Rating Certificates on board whilst racing. **A copy of the Certificate is required by the race Officer for inspection.** No points will be awarded for any race for which the certificate was not valid.
- **IRC advice:** For those who are awaiting their IRC certificates from RORC, a nominal rating of **2.000** will be applied to yachts in Div 1 and a nominal rating of **1.000** will be applied to yachts in Div 2. This will apply for a maximum of 4 consecutive races. Results will be adjusted on the production of a valid certificate.

- 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.

2.7 BJ / IRC Ratings

- Progression from BJ to IRC will be permitted within the season but not part way through a series. A base line number will be provided by the race officer.

3 Communications with Competitors

3.1 Class Signals

- **Div 1** - Numeral Pennant 1
- **Div 2** - Numeral Pennant 3

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 will 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

- Racing will take place on the dates listed in the club programme.
- Starting times for **Wednesday** evening will be:
 - **18.40** hrs for **Div 1**
 - **18.45** hrs for **Div 2**

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.
- Note that some racing marks may be classed as “Passing” marks.

4.3 Starting

- **NYC:** Transit through an orange coloured pole mounted at the rear of NYC Clubhouse and the NYC flagpole 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 Duties

- Any PHYC/ NYC yacht (skipper or crew) nominated to man the starting deck and unable to participate in a race, will receive a position equal to that yachts average position at the end of the series. Any PHYC/NYC yacht nominated (as above) to man the starting deck at PHYC /NYC and fails to do so will not be allowed to start in that race. Any yacht doing so will be disqualified from that race.

4.5 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.

4.6 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 re-scheduled, 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 on **Wednesday** night racing;
 - **Div 1** > **120 minutes**
 - **Div 2** > **110 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 10 **Wednesday** races, there will be 4 discards, 6 to count. Should individual races be abandoned, the scoring will be as follows: 6 out of 9, 5 out of 8, 4 out of 7.

9 Allowances

- Helms may request permission to receive an allowance on their BJ 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.
- 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.