

NYC / PHYC

SAILING INSTRUCTIONS

A. COVID REGULATIONS

- A.1. All crews must observe any applicable Welsh Covid-19 restrictions and other relevant guidance in place for the duration of the race.
- A.2. Crews will be limited per LOA as per below;
 - A.2.1. Up to 24 ft – 3 crew
 - A.2.2. 24ft – 26.9ft – 4 crew
 - A.2.3. 27ft – 29.9ft – 5 crew
 - A.2.4. 30ft and over – 6 crew
- A.3. Exceeding crew limits as per A.2. is grounds for immediate disqualification.
- A.4. All boats shall complete a pre-entry form, completed entry forms shall be submitted to the below.
 - Division 1 – 1@chrisandalan.com
 - Division 2 – yachts@neylandyachtclub.co.uk
- A.5. Due to Welsh Covid-19 Guidance, max number of persons per fleet will be limited to 30.

1. CONTEXT

- 1.1. The Organising Authority will be Neyland Yacht Club (NYC) or Pembroke Haven Yacht Club (PHYC) determined by which Club conducts the starting sequence.
- 1.2. These Sailing Instructions (SI) shall apply to all races / series / regattas scheduled by either Club without specific SI.

2. RULES

- 2.1. Racing will be governed by the current 'Racing Rules of Sailing' (RRS), the prescriptions of the Royal Yachting Association (RYA) and any class rules where appropriate. In the event of any conflict between the RRS, Notice of Race (NOR) and SI, the SI shall take precedence.
- 2.2. Competitors should note that NYC and PHYC implement the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing 2017-2020 (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrules
- 2.3. Competitors give their consent for NYC / PHYC, their Sponsors and affiliates to use their name, comments, photographs and likeness in any media or publication.
- 2.4. Advertising should be in accordance with World Sailing Regulation 20.

3. NOTICES TO COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located in NYC/PHYC.
- 3.2. Competitors are requested to check the notice board prior to proceeding on the water.
- 3.3. Competitors are required to submit a completed entry form with the Sailing Captain (SC) of their respective Club.

4. CHANGES TO THE SAILING INSTRUCTIONS

- 4.1. Changes in the SI will be displayed on the NYC / PHYC notice boards. Changes will be indicated by the displaying of the Signal Flag 'L'. It is the competitor's responsibility to read and understand any changes made to the SI.
- 4.2. Flag 'L' will be lowered after the last competitor finishes the race of that day.
- 4.3. Signals made from ashore will be hoisted on the respective Club's flag mast.
- 4.4. Changes to SI will be made only when agreed by the SC of both Clubs.

5. HANDICAPS

- 5.1. Byron James (BJ) Handicap System will be used to correct elapsed times and score races.
- 5.2. Yachts without a Boat Specific Handicap will use the Upper Quartile Number listed on the BJ website; <http://www.byronsoftware.org/boats/byboat.htm>
- 5.3. Yachts using a Boat Specific Handicap will be required to submit their handicap email to the SC of their Club with their entry form.
- 5.4. Any changes to Boat Specific Handicaps (other than moving from a Upper Quartile Number to a Specific Handicap) will only take effect prior to the commencement of a Series unless under agreement by the SC of both Clubs.

6. DIVISIONS

- 6.1. The divisions and flags are as follows

DIVISION	HANDICAP NUMBER	NUMERAL PENNANT
1	BJ 999 and below	1
2	BJ 1000 and above	2
3	White Sail Class	3

- 6.2. Yachts entering with a handicap number within 10 points of the division split (990-1010) may elect to race in either Division with the agreement of both SC, if there is no agreement that yacht shall compete as per the division splits. This choice will apply for the Series and is not changeable once the first race has been started.
- 6.3. Yachts outside of the 10 point division split may be allowed to race in a different division under the agreement of both SC owing to their race performance.
- 6.4. If 3 or more yachts of the same design enter the Series, they may race as their own division or have their results extracted for a separate series result at the discretion of the SC.
- 6.5. Any boat racing using only 'white sails' (no spinnaker etc.) will be entered into Division 3 provided there are sufficient numbers for the division, 3 entries for a series, 2 entries for a race.
- 6.6. Yachts shall display their division flag as defined in 6.1 above the aft pulpit / backstay at all times whilst racing, any yacht not displaying a class flag may be deemed to have not started or retired.

7. SCHEDULE OF RACES

- 7.1. Racing will be in accordance with the PYF calendar of races.
- 7.2. Any race abandoned, for any cause, will not be re-sailed if part of a series.

7.3. Races within a series will only be postponed when they are to be rescheduled for the same calendar day.

7.4. Approximate start times are as follows for series' races;

WEDNESDAY SERIES (SPRING or SUMMER)

DIVISION	NUMERAL PENNANT	WARNING SIGNAL TIME
1	1	18:45
2	2	18:50
3	3	18:55

SUNDAY SEIRES (SPRING or WINTER)

DIVISION	NUMERAL PENNANT	WARNING SIGNAL TIME
1	1	11:00
2	2	11:05
3	3	11:10

7.5. Starting times for individual races or regattas will be as per the NOR for that event.

7.6. Starting sequences may be combined dependant on number of entries in the race, this will be confirmed prior to the first warning signal of the first starting sequence.

7.7. Any pre-planned postponement will be made 24 hours ahead of the listed start time.

8. RACING AREA

8.1. Passage between Thorn Island and Thorn Point is prohibited and will result in disqualification without redress.

9. COURSES

9.1. The courses to be sailed will be announced on VHF Ch. 37 (M1) prior to the first warning signal of the first sequence. Failure to make this broadcast on time will not be grounds for a redress. This changes RRS Rule 62.1 (a).

9.2. All races will use a combination of Navigation Aids, Permanent Laid NYC Barrel Buoys, Temporary NYC Inflatable Orange Pillar Buoys and Temporary NYC Yellow Buoys.

9.3. For identifying marks, a course sheet is available on both Yacht Club's websites.

10. THE START

10.1. NYC

10.1.1. The Starting Line will be a FIXED LINE at NYC. The start line will be a transit through an orange coloured pole mounted to the rear of the NYC and the flag mast on the South side of NYC. There is no ODM / IDM.

10.1.2. Transit lights may be used for identifying the start line. Failure of these lights being used is not grounds for redress.

10.2. PHYC

- 10.2.1. The Start Line will be a FIXED LINE at PHYC. The start line will be a transit through a yellow and red pole on the Northwest corner of Hobbs Point and the PHYC flag mast. There is no ODM / IDM.
- 10.2.2. Races will be started in accordance with RRS Rule 26.
- 10.2.3. Any competitor starting more the 4 minutes after her start signal may be scored as 'Did Not Start' (DNS) at the discretion of the RO. This changes RRS Rule 28.1.
- 10.2.4. The Race Committee may broadcast the identity of any competitor over the start line after their 1-minute and starting signals. Any failure or delay to broadcast or any error in the broadcast shall not be grounds for redress. This changes RRS Rule 62.1 (a).

11. THE FINISH

- 11.1. The Finish Line will be the same line used for the Start Line unless declared otherwise prior to the starting sequence.

12. TIME LIMITS

12.1. WEDNESDAY SERIES

- 12.1.1. The time limit for the first boat to finish in each division will be 120 minutes.
- 12.1.2. The time limit for the remaining yachts in the division will be the elapsed time (E) of the first boat to finish, multiplied by 1.4 (1.4 x E)

12.2. SUNDAY SERIES

- 12.2.1. The time limit for the first boat to finish in each division will be 220 minutes.
- 12.2.2. The time limit for the remaining yachts in the division will be the elapsed time (E) of the first boat to finish, multiplied by 1.4 (1.4 x E)
- 12.3. The elapsed time of the first boat may be broadcast by the RO.
- 12.4. The time limit is subject to adjustment at the discretion of the RO in the interest of sportsmanship. This changes RRS Rule 35.

13. SCORING

- 13.1. The Low Point System will be used to score races.
- 13.2. Race Score Penalties will be as per RRS Appendix A.A9, as amended below. This changes RRS 90.3 (a).
- 13.3. Disqualified (DSQ) shall be scored points equal to the number of boats starting the race plus three (3).
- 13.4. Did Not Finish (DNF) or Retired (RET) shall be scored points equal to the number of boats starting the race plus one (1).
- 13.5. Did Not Start (DNS) shall be scored points equal to the number of boats starting the race plus one (1).
- 13.6. Did Not Compete (DNC) shall be scored points equal to the number of boats in the series plus two (2).
- 13.7. RRS Rule 44.3 Scoring Penalty shall apply and the Penalty will be 2 places.
- 13.8. Discards shall be organised as per the Sailwave Discard algorithm but may be amended with agreement of both SC.
- 13.9. Prizes are to be awarded for the first three competitors in each division at the end of the series.

14. PROTESTS AND REQUESTS FOR REDRESS

- 14.1. Protest forms are available at both Clubs.
- 14.2. A £20.00 refundable fee shall to be submitted with a completed Protest Form. This shall be refunded if the protest is upheld.
- 14.3. Any competitor intending to protest or request redress shall inform the RO within 15 minutes of their finishing time. This changes RRS Rule 61.
- 14.4. For series races, submission of a complete Protest Form or request for redress shall be made no later than 20:00 on the following day after the race. Forms or requests shall be submitted to the SC by a method agreed to when lodging intent to protest as per 14.3. The time limit for protests by the Race Committee will be 23:59 on the following day after the race.
 - 14.4.1. For Regatta or individual races, the Protest/Redress time limit is 60 minutes after the finish of the last boat in the division concerned. Forms or requests shall be submitted to the SC by a method agreed to when lodging intent to protest as per 14.3. The time limit for a protest by the Race Committee is 90 minutes after the finish of the last boat of the race in all divisions.
- 14.5. Commercial shipping movements interfering with a competitor's race are not grounds for redress.
- 14.6. Redress may be awarded if a competitor is instructed to stop/significantly divert from their course due to unforeseen/unavoidable circumstances by Milford Haven Port Authority or another official body (Police, RNLI etc.) vessel / person acting on their behalf.
- 14.7. The Exoneration Penalty (and the Advisory Hearing and RYA Arbitration) of the RYA Rules Disputes Procedure will be available.

15. SAFETY

- 15.1. The safety of a yacht, her equipment and entire management including insurance is the sole responsibility of the owner/competitor who must ensure that there is adequate safety equipment on-board and ready for use. The OA may conduct random checks to ensure that provisions of 15.4 are met.
- 15.2. The decision whether or not to start or continue in any race is that of the owner/competitor. The OA accept no responsibility or liability for any loss, injury or damage.
- 15.3. The OA and Race Committee reserve the right and authority on grounds of duty-of-care to cancel, postpone or delay any race at any time.
- 15.4. All yachts shall carry the following as a minimum;
 - 15.4.1. 2 Crew members
 - 15.4.2. Third party insurance covering a minimum sum of £2,000,000.00
 - 15.4.3. An operational engine capable of propelling the yacht at 4 knots in calm conditions and sufficient fuel for 2 hours of continuous running at 4 knots.
 - 15.4.4. A VHF radio capable of transmitting and receiving on Channels 12, 16 and 37/M1.
 - 15.4.5. Personal Floatation Devices for all persons on-board.

- 15.5. When the 'Y' Flag is flown from any flag mast, all competitors shall wear a Personal Floatation Device. Failure to comply with this rule shall result in disqualification without redress.
- 15.6. Any competitor finding themselves in, or in order to avoid, a potentially dangerous situation may use its engine to motor clear provided this is done in such a way as not to give any unfair advantage.
- 15.7. Any competitor that uses its engine or receives outside assistance whilst racing shall inform the Race Committee of the circumstance within 15 minutes of finishing the race and may be subject to protest. Failure to inform the Race Committee shall be grounds for disqualification.

16. COMMERCIAL SHIPPING

- 16.1. All competitors shall comply with the International Regulations for Preventing Collisions at Sea 1972 and the Milford Haven Harbour Bye-Laws 1984 with respect to non-racing leisure and commercial traffic and shall not interfere with, obstruct or inconvenience any commercial traffic in any way. Competitors shall comply with any directions given by Milford Haven Port Authority or vessel/persons acting on their behalf.
- 16.2. Milford Haven Port Authority, Maritime Coastguard Agency and the Marine Police Unit will be provided, on request, with a list of competitors and details.
- 16.3. Any competitor reported to have failed to comply with 15.1 shall be disqualified, without protest. This changes RRS Rule 60.
- 16.4. Competitors are advised to monitor shipping movements on VHF Ch. 12 during the race whilst maintaining a watch on VHF Ch. 37 (M1).
- 16.5. An announcement of expected commercial shipping movements may be made during the announcement of courses. The OA are not responsible for the accuracy of information provided, any inaccuracy is not grounds for redress.

17. EXTERNAL COMMUNICATION

- 17.1. External requests to the RO or another boat for course / buoy information is permitted. This changes RRS Rule 41 (d).

18. RUBBISH AND WASTE

- 18.1. No competitor shall intentionally dispose of any rubbish or waste into the water that can be disposed of ashore.

19. RISK STATEMENT

- 19.1. Sailing is by its nature an unpredictable and dangerous sport and therefore involves an element of risk. By entering in the event, all competitors acknowledge / confirm the following.
- 19.2. Racing Rules of Sailing Rule 4 states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 19.3. They are aware of the inherent risk involved in the sport and accept the responsibility for exposure of themselves, their crew and their boat to the inherent risk whilst taking part in the event.
- 19.4. They are responsible for the safety of themselves, their crew, their boat and any other property whether afloat or ashore.

- 19.5. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- 19.6. Their boat is in good order, equipped to sail in the event and are fit to participate.
- 19.7. The provision of a Race Management Team, Safety Boat and other Officials or Volunteers of the Organising Authority does not relieve them of their own responsibilities.
- 19.8. The assistance provided by any Safety Boat is limited, particularly in extreme, dangerous or shallow water conditions, as can be practicably provided in the circumstances. The OA accepts no liability for any loss, injury or damage caused by any assistance provided to any competitor requiring/requesting/accepting assistance.
- 19.9. They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather and sea conditions; that there is a crew sufficient in, number, experience and fitness to withstand such conditions and that their safety equipment is properly maintained, stowed and in date and is familiar to the crew.

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