

Pilkington Sailing Club Sailing Instructions

2013 – 2016

The RYA and ISAF Racing Rules of Sailing (RRS) 2013 – 2016 should be read in conjunction with these instructions which will adapt them so that they are relevant to Pilkington Sailing Club. The rules of The International Enterprise, Solo, Laser and other classes apply where relevant. Racing Rules of Sailing can be downloaded from

[http://www.sailing.org/tools/documents/ISAFRRS20132016Final-\[13376\].pdf](http://www.sailing.org/tools/documents/ISAFRRS20132016Final-[13376].pdf)

1 SAFETY 1.2 and rule **40** are modified - Adequate personal buoyancy shall be worn by any person involved in a water based activity on Eccleston Mere whether racing or not. Wet or dry suits are not adequate buoyancy. Full wet or dry suits are compulsory during the winter months of the beginning of November to the end of March

2, 3 Unchanged

4 DECISION TO RACE is modified: A boat is entirely responsible for her own safety whether afloat or ashore and nothing, whether in the Notice of Race or Sailing Instructions reduces this responsibility;

It is for the boat to decide whether she is fit to sail in the conditions to which she finds she finds herself. By launching, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them;

The boat is required to hold third party insurance to a sum of at least £2,000,000 and the Club declaration signed before any boat may sail on Eccleston Mere;

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event and includes the organising authority, the race committee, the race officer, safety boats and beach masters;

RISK STATEMENT

Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in an event, each competitor acknowledges and agrees 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 other property whether ashore or afloat;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own acts 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 a patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

5 Unchanged; **6 – 9** no rule; **10 – 17** Unchanged

18 The definition of zone cannot be changed because of limitations on the size of the Mere and remains at 3 hull lengths.

19 – 24 Unchanged

25 is defined as follows (RRS paragraph numbering has no relevance in this section):

NOTICES TO COMPETITORS

25.1 To be displayed on the noticeboard in the clubhouse

25.1.1 A notice displayed 7 days beforehand will be sufficient to modify any of these sailing instructions, ideally, also circulated by email. Changes on the day of race shall not be less than 15 minutes before the race and shall be accompanied by 4 sound signals;

25.2 SIGNALS MADE ASHORE

25.2.1 Flags shall be displayed on the flagpole in front of or lights above the race officers hut, The race course will be displayed by appropriate numerals (Red = port rounding, Green = Starboard rounding) in the window of the Race Officer’s hut (Master) and may be displayed on the Clubhouse noticeboard. For a water based start the flags or lights may be on the committee boat at one end of the start line;

25.3 SCHEDULE OF RACES

25.3.1 The schedule of races are displayed in the programme issued at the start of the season

25.3.3 CLASS SIGNALS - covered in RRS

25.3.4 RACING AREA – the whole of Eccleston Mere which is navigable is available for racing

25.4 COURSE INSTRUCTIONS

25.4.1 The race officer will determine the course based on wind direction, wind strength and the ability of the participants – see *Suggested Courses*.

25.4.2 The number of laps will be 5 although this may be reduced at the discretion of the race officer.

26 STARTING OF RACES amended as follows

26.1 Flags or lights may be used:

	Sound	Light			Flag
		RED	YELLOW	GREEN	
10 minute warning*	1 Sound	X	X	X	NO FLAG
5 minute warning	1 Sound	ON	OFF	OFF	Class flag ↑
4 minute	1 Sound	OFF	ON	OFF	Class flag + flag P ↑
1 minute	1 Sound	OFF	OFF	ON	Class flag flag P ↓
Start	1 Sound	OFF	OFF	OFF	Class flag ↓

26.2 The starting line may be either land or water based

26.2.1 LAND START The normal start is a transit of the main flag pole at the front of the race officers hut and a black and white post with a diamond top mark set on the bank with mark 3 and mark 7 indicating the inner and outer limits through which the boats must sail

26.2.2 ALTERNATIVE LAND START At the discretion of the Race Officer an alternative land based start may be used, this will be indicated by “Alt” on the course display. The starting line will be a transit of a moveable black and white post with an “X” top mark placed on the bank and the main flag pole or a second moveable black and white post with an “X” top mark, placed on the bank. There will be no inner or outer limits on this line. After this alternative land based start, the boats shall sail this course extension prior to crossing the normal start line (**26.2.1**) between the inner and outer limit marks thus starting the normal course. The extension will not then form any further part of the race.

26.2.3 WATER BASED START At the discretion of the Race Officer, a water based start may be used which is a transit between inner and outer limit marks when viewed from the committee boat. The boats shall sail this course extension prior to crossing the normal start line (**26.2.1**) between the inner and outer limit marks thus starting the normal course. The extension will not then form any further part of the race.

26.3 All boats shall pass between number 3 and 7 marks (the inner and outer limit marks) at the end of every lap.

27, 28 Unchanged

29 STARTING RECALLS this is amended by the addition of light signals, specific to PSC

	Sound	Light			Flag
		RED	YELLOW	GREEN	
Single Recall	1 Sound	Flashing			Flag X ↑
General Recall	2 Sounds	Flashing	Flashing		Flag 1 st Sub ↑



30, 31 Unchanged,

32 SHORTENING OR ABANDONING AFTER THE START is modified for PSC as follows:

Finishing Line – The finishing line is a transit of the main flagpole and the black and white post with diamond top-mark, with limit marks #3 and #7 between which boats shall sail to finish.

Shorten course – the course may be shortened on any mark except mark #3 or mark #7. Thereafter all boat times will be taken as they pass through the line. The time will be recorded by the Race Officer.

	Sound	Light			Flag
		RED	YELLOW	GREEN	
Shorten course	2 Sound			Flashing	Flag “S” ↑

Time Limit at the discretion of the race officer, a time limit may be imposed prior to the start of the race. Expiry of the time limit will be displayed by the removal of the black and white post with diamond top-mark. Any further competing boat will be awarded points equivalent to the number of boats starting the race. Recorded as DNF.

33 - 36 Unchanged. **37 – 39** no rule

40 is modified, see rule **1.2**

41 – 89 unchanged

Appendix A1 – A4 is modified as follows: The ISAF “Low Points” system is used for scoring. Boats outside the time limit receive the points of the total number of boats that entered the race.

Boats that Retired (RET) receive the points of the total number of boats that entered the race + 1

Appendix B, C, D, E, F not applicable

Appendix G, H, J, K, L, M - unchanged

Appendix N not in force

Appendix P Propulsion Rule 42 – subject to the normal protest rules.

Appendix R, RYA PRESCRIPTIONS, RYA Guidance Notes, RYA Competitor Misconduct unchanged

LOCAL VARIATIONS

Handicap races are calculated using the Portsmouth Yardstick as defined on the RYA Website at the start of the series.

All incidents involving damage to or by Club boats, whether at the Mere or not, shall in all cases be reported using the protest form to ensure that all information is presented to the Committee, all parties should complete their own protest form.

Flight Races – to encourage members of all ability to take part in racing, more experienced members start 2 minutes later than the previous flight. All Club members should have a Flight allocation

Flight	Eligibility
4	Novice racers – this year’s beginners, or last years with little experience, those who only race once or twice a year with no history of racing
3	Improvers, with some history of taking part in races or with sailing ability
2	Regular racers with little history of winning aces, those who have experience of racing but have not regularly won races in the past 3 years (this also applies to new members)
1	History of winning or ranking in races in the past 3 years (this also applies to new members with a history from their previous Club or Open Meetings)

Flight races are displayed on the programme

	Sound	Light			Comments
		RED	YELLOW	GREEN	
					Flags would not be used
-10 minute warning*	1 Sound	X	X	X	
-5 minute warning	1 Sound	ON	OFF	OFF	Number 4 displayed
-4 minute	1 Sound	OFF	ON	OFF	“
-1 minute	1 Sound	OFF	OFF	ON	“
Start flight 4	1 Sound	OFF	ON	OFF	Number 3 displayed
+1 minute		OFF	OFF	ON	“
+2 minute Start flight 3	1 Sound	OFF	ON	OFF	Number 2 displayed
+3 minute		OFF	OFF	ON	“
+4 minute Start flight 2	1 Sound	OFF	ON	OFF	Number 1 displayed
+5 minute		OFF	OFF	ON	“
+6 minute Start flight 1	1 Sound	OFF	OFF	OFF	