

The Organizing Authority is Largs Sailing Club SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the lobby on the first floor of the Clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted not less than one hour before the first start of the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole located on the Northwest corner of the Largs SC balcony, and the lighting column on the Largs SC balcony.

5 SCHEDULE OF RACES

- 5.1 The scheduled time of the first warning signal for each day is **19:10**
- 5.2 The start for **Class Short** will be followed by **Class Long**.
- 5.3 No warning signal shall be made after **19:40**
- 5.4 One race will be scheduled each day.

6 CLASS SIGNALS

- 6.1 Class flags will be replaced by lights when signals are displayed from the clubhouse.

Class	Light	Flag
Class Short	Yellow	Solid Yellow Rectangle
Class Long	Green	Solid Green Rectangle

7 RACING AREAS

- 7.1 The racing area will be the Largs Channel.

8 THE COURSES

- 8.1 The diagrams in **Appendix A** show the courses including the order in which marks are to be passed, and the side on which each mark is to be left. The course diagrams are indicative only and the positions of the marks may vary according to the wind direction.
- 8.2 The courses have no specified number of laps and will run until the Race Committee shorten the course.
- 8.3 The courses to be used for each race will be displayed on the LSC Clubhouse balcony railings the course will be designated by black letters on a white background corresponding to the Appendix A course to be sailed.

9 MARKS

- 9.1 Marks used in Appendix A courses are described Appendix A
- 9.2 The race committee reserve the right to substitute marks of different colours or shapes

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 The entrance to the Largs Yacht Haven is designated as an obstruction; boats shall not pass between the red and white striped safe water mark and the entrance to the Marina.

11 THE START

- 11.1 Races started ashore will use the Largs SC starting light system as shown below. This changes RRS Rule 26.

Time	Light Signal				
	Yellow	Green	Red	Blue	
Class S – 6min	Flash	Flash	Flash	OFF	Pre-Warning Signal
Class S – 5min	ON	OFF	OFF	OFF	Warning Signal
Class S– 4min	ON	OFF	OFF	ON	Preparatory Signal
Class S – 1min	ON	OFF	OFF	OFF	One Minute Signal
Class S Start Class L – 5min	OFF	ON	OFF	OFF	Start Class S Class L 5 Minute signal
Class L – 4min	OFF	ON	OFF	ON	Warning Signal
Class L – 1min	OFF	ON	OFF	OFF	Preparatory Signal
Class L Start	OFF	OFF	OFF	OFF	One Minute Signal

- 11.2 The starting lines are described in Appendix A
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4 **INDIVIDUAL RECALL:** The appropriate class light shall **FLASH** until all premature starters have returned or for 1 minute. One additional sound signal shall be made.

- 11.5 **GENERAL RECALL:** The appropriate **class light** and the **blue light** will **FLASH** until all competitors have returned or for 1 minute. Two additional sound signals shall be made.
- 11.6 If there is more than one class racing the normal starting sequence shall not be interrupted by a general recall. The warning signal for the class which has had a general recall shall be five minutes before its starting signal and shall normally be displayed at the starting signal of the last class to start correctly in the schedule. If more than one class is subject to a general recall, the second of these classes shall start five minutes after the first and so on. If a class subject to general recall is the last or only class to start, the next signal shall be the new warning signal which shall normally be displayed five minutes after the original starting time.

12 THE FINISH

- 12.1 When races are started ashore the finishing line will be between Mark P and the light cluster on the LSC clubhouse from the direction of the last mark rounded as described in Appendix A.
- 12.2 Shortly before the finish, flag S will be displayed from the LSC balcony, **the class lights(s)** will be illuminated, and the **blue light** will **flash** along with two sound signals. Boats shall finish the race when they pass through the finish line at the end of their current lap

13 TIME LIMITS AND TARGET TIMES

- 13.1 Time limits for all competitors and target times for the lead boat are as follows:

Class	Time Limit	Target Time
Class S	95 minutes	60 minutes
Class L	90 minutes	60 minutes

- 13.2 If no boat within a Class finishes within the time limit, the times of the previous round completed by the leading boat may be used to calculate results at the discretion of the race committee. Subsequent retirements or rule infringements shall be disregarded. This changes rules 35, A4 and A5.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1 The Exoneration Penalty and the 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. See the Official Notice Board for details.
- 14.2 Protest forms are available at the race office in the upper floor of the clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 14.3 For each class, the protest time limit is 45 minutes after the last boat has finished the last race of the day.

- 14.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the clubhouse, beginning at the time posted, or at a later date at the discretion of the protest committee chairman.
- 14.5 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 14.6 Protests shall be heard as soon as possible, in approximately the order of receipt. It is the responsibility of the Protestor, Protestee and Witnesses to make themselves available for the hearing.
- 14.7 A request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day.

This changes RRS 66.

15 SCORING

- 15.1 One race is required to be completed to constitute a series.
- a) When fewer than 3 races have been completed, a boat's series score will be the total of her race scores.
 - b) When from 4 to 5 races have been completed, a boat's series score will be the total of her race scores excluding her worst score
 - c) When 6 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores
- 15.2 Finishing positions shall take account of the number of laps actually sailed, and results shall be calculated on an 'average lap time' basis, using the Portsmouth Yardstick system.
- 15.3 If conditions dictate the Race Committee may, at their discretion take the results of a race from the times recorded for a previous round.
- 15.4 Competitors that undertake a "Duty" on a race day either as RIB helm/crew, Race Officer(RO) or Assistant RO will be awarded average points (excluding discards) for the races that are completed on the day(s) that they undertake their Duty. The scoring abbreviation for this will be OOD. This changes RRS A11
- d) Competitors may only receive an OOD score for a maximum of 2 races or 50% (rounded down) of the completed races in the series, whichever is fewest.
 - e) Where the number of duties completed exceeds the maximum number of OOD scores permitted for a series Competitors will be scored as Did Not Start.

16 SAFETY REGULATIONS

16.1 A tally system will be used during the Series; To check-out competitors shall sign the tally sheet in the appropriate column indicating that they intend to go afloat. The tally sheet will normally be located with the race officer, upstairs in LSC. To check-in the tally sheet shall be signed again in the appropriate column indicating that the competitor has returned to shore. The ashore signature shall be made no later than the protest time limit.

Competitors that fail to tally correctly may be subject to protest by the Race Committee, the Protest Committee may impose a penalty that is less than DSQ for boats that have been found to infringe, any points penalty shall be applied to the first race completed on the day the infringement took place. This changes RRS Rule 63.1.

16.2 Adequate personal buoyancy which is approved by the competitors testing/approval authority shall be worn by competitors at all times whilst afloat, except briefly while changing or adjusting clothing or personal equipment. A wetsuit or dry suit is not adequate personal buoyancy; this changes RRS Rule 40.

16.3 A boat that retires from a race shall notify the race committee immediately on coming ashore.

16.4 Clydeport Operations Limited Restrictions.

NARROW CHANNELS. Attention is drawn to the International Regulations for the prevention of collisions at sea, 1972. Particular notice shall be taken of Rule 9b which states that "a vessel of less than 20m 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". Whilst racing or on a passage in the Firth of Clyde north of Cumbrae Head yachts must regard any such recommended channels as a "Narrow Channel" within the meaning of the IRPCS 9b.

Furthermore Clydeport Operations Limited has decreed that any waters in the Firth of Clyde where vessels by virtue of their size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as 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 and/or paddle in order to clear and thereafter shall report full details to the Race Committee.

Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100m of any ferry terminal. Particular regard should be paid to this when in the vicinity of the Caledonian Macbrayne facilities at Largs and Cumbrae.

17 REPLACEMENT OF CREW OR EQUIPMENT

17.1 Substitution of the registered person in charge during a series will be scored as a separate entry unless written permission is obtained from the Racing Sub-Committee.

17.2 Substitution of the registered boat during a series will be counted as a separate entry unless the swap is between different LSTA boats of the same class. It is the responsibility of the competitor doing the swap to ensure that this is communicated to the Race Committee.

18 EQUIPMENT AND MEASUREMENT CHECKS

- 18.1 A boat or equipment may be inspected at any time by a member of the Racing Sub-Committee for compliance with the class rules and sailing instructions.

19 TRASH DISPOSAL

- 19.1 Boats shall not put trash in the water.
- 19.2 Trash may be placed aboard support and race committee boats.
- 19.3 The penalty for breaking rule 55, Trash Disposal, is at the discretion of the protest committee (DPI) and may be less than disqualification.

20 RADIO COMMUNICATION

- 20.1 Radio communications are carried out using VHF channel M2 (P4) and the call sign for the race office is "Monsoon" Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

21 PRIZES

- 21.1 For the full season prizes will be awarded in one of two formats as decided by the Race Committee either;
- a) Series Prizes which will be awarded for each series to;
 - 1.1.1.1. the three highest placed boats,
 - 1.1.1.2. the highest placed boat where all members of the crew are under 16 years of age on the date of the last race of the series,
 - 1.1.1.3. the highest placed boat in any class where more than three boats of the same class have started every race in the series, unless they have already received a prize.
 - b) Season Prizes will be awarded to
 - 1.1.1.4. The highest placed boat in each series that has not already received a prize this season.
 - 1.1.1.5. The Highest places boat where all the members of the crew are under 16 years of age on the date of the last race of the series that has not already received a series prize this season
- 21.2 The race committee reserve the right not to award prizes if there are insufficient boats entered in any class for any series and may decide to award additional prizes.

22 RISK STATEMENT

- 22.1 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."

22.2 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.

23 INSURANCE

23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event.