



Harken Largs SC Winter Open Series 2021

24th October – 28th November 2021

SAILING INSTRUCTIONS

The Organising Authority (OA) is Largs Sailing Club

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification

1 RULES

- 1.1 The Event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the RYA available at www.rya.org.uk will apply.
- 1.3 [NP] [DP] COVID Statement

By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with **Largs Sailing Club's COVID-19 procedures**. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions. A breach of this rule shall not be grounds for protest by another boat. This changes RRS 60.1(a).

2 CHANGES TO SAILING INSTRUCTIONS

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 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The online official noticeboard is located at the LSC website Racing page: <https://www.largssc.co.uk/node/672>. There will be no physical notice board.
- 3.2 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.3 Competitor's briefing will take place at 1000 on the first day of racing.

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the flagpole located on the Northwest corner of the Largs SC balcony.

6 SCHEDULE OF RACES

Dates of Racing	Class	Handicap	Class Light	1 st Warning Signal Not Before	No of Races per day
Sunday 24 Oct 2021 Until 28 Nov 2021	Class Short	PY	Yellow	10.55	Up to 3
	Class Long	PY	Green	11.00	Up to 3

- 6.1** The Organisers may combine, divide or add classes depending on the number of entries, please check the classes prior to taking part in the event.
- 6.2** Class Short: All dinghies and cats slower than PY 1101 and any other 'classes' who decide to enter this fleet for the series – sailing shorter courses, often with reaching legs.
- 6.3** Class Long: Classes of dinghies and cats faster than PY1101 who decide to enter this fleet for the series – sailing mainly windward-leeward courses.

7 CLASS LIGHTS AND START ORDER

- 7.1** Class Lights and order of start by class are as follows:

Class	Light
Class Short	Yellow
Class Long	Green

8 RACING AREAS

The Race Area is the Largs Channel.

9 THE COURSES

- 9.1** The courses are described in the LSC Course Chart 2020 https://www.largssc.co.uk/sites/default/files/LSC%20Course%20Chart%202020_0.pdf , including the order in which marks are to be passed and the side on which each mark is to be left. They do not indicate the angle or distance between legs. The course diagrams are indicative only and the positions of the marks may vary according to the wind direction.
- 9.2** The courses have no specified number of laps and will run until the Race Committee shorten the course.
- 9.3** The course to be sailed will be indicated by black Numbers and Letter on a white background displayed from the Largs SC Balcony.

10 MARKS

10.1 Marks used are described in the LSC Course Chart 2020

https://www.largssc.co.uk/sites/default/files/LSC%20Course%20Chart%202020_0.pdf .

10.2 The race committee may substitute marks of different colours or shapes to those specified in the course diagrams.

11 OBSTRUCTIONS

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.

12 THE START

12.1 Races started ashore will use the LSC starting light system as shown below. This changes RRS Rule 26.

Time	Light Signal				
	Yellow	Green	Red	Blue	
Class S -10min	ON	ON	ON	ON	Pre-Warning Signal (Only for first race of the day)
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

12.2 The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

12.3 The starting lines are described in the LSC Course Chart 2020

https://www.largssc.co.uk/sites/default/files/LSC%20Course%20Chart%202020_0.pdf .

12.4 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.5 **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. This changes RRS 29.1

12.6 **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. This changes RRS 29.2

12.7 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 after the general recall shall be the new warning signal. This changes RRS 29.2

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 Minor mark moves (up to approximately 100m) may be made, on the first lap only, without signalling the change. This changes RRS 33.

14 THE FINISH

14.1 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 the LSC Course Chart 2020, https://www.largssc.co.uk/sites/default/files/LSC%20Course%20Chart%202020_0.pdf

14.2 Shortly before the finish, flag S will be displayed from the LSC balcony, the class light(s) and 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.

14.3 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 PENALTY SYSTEM

15.1 The Two-Turns Penalty is replaced by the One-Turn Penalty. This changes RRS 44.1

15.2 The Post-Race Penalty and RYA Arbitration of the RYA Rules Disputes Procedures shall apply (for full information on the procedures, go to www.rya.org.uk/go/rules). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.

16 TIME LIMITS AND TARGET TIMES

16.1 Time limits for all competitors and target times for the lead boat for Saturday racing are as follows:

Class	Time Limit	Target Time
Class S	75 Minutes	45 Minutes
Class L	70 Minutes	45 Minutes

17 HEARING REQUESTS

17.1 The Post-Race Penalty and RYA Arbitration of the RYA Rules Disputes Procedures shall apply (for full information on the procedures, go to www.rya.org.uk/go/rules). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.

17.2 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.

17.3 Hearing request forms are available from the Race Officer or Largs Sailing Club Office.

17.4 The Protest Committee Chairman will provide a list, no later than 30 minutes after the protest time limit, to inform competitors of hearings in which they are parties or named as witnesses.

18 SCORING.

18.1 Three races are required to be completed to constitute a series.

- (a) When up to 6 races have been completed, a boat's series score will be the total of her race scores.
- (b) When from 7 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her 2 worst scores.
- (c) When from 10 to 12 races have been completed, a boat's series score will be the total of her race scores excluding her 4 worst scores.
- (d) When 13 or more races have been completed, a boat's score will be the total of her race scores excluding her 6 worst scores.

18.2 Finishing positions shall take into account the number of laps actually sailed and results shall be calculated on an "average lap" basis using the Portsmouth Yardstick rating system for dinghies and the SCHRS rating system for Catamarans.

18.3 If conditions dictate, the Race Committee may, at their discretion, take the results of a race from the times recorded of a previous round.

18.4 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. A boat may only receive an OOD score for a maximum of two days of races or 50% (rounded down) of the completed races in the series, whichever is fewest. This changes RRS A10.

19 SAFETY REGULATIONS

19.1 [NP] [DP] A tally system will be used during the Regatta; To check-out competitors shall collect a wristband before entering the slipway indicating that they intend to go afloat. At the end of racing (or retiring) the wristband must be handed back to the same point from which it was collected (i.e., the slipway used for launching for the relevant class). The ashore hand in 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.

19.2 Adequate personal buoyancy 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.

19.3 [NP] [DP] A boat that retires from a race shall notify the race committee immediately on coming ashore.

19.4 [NP] [DP] Clydeport Operations Limited Restrictions.

- a) **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.
- b) 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.

- c) 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

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1** Substitution of the person in charge of a boat shall not be permitted during the series, boats that do change their person in charge during the series shall be scored as a separate entry, no additional fees are required.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1** A boat or equipment may be inspected at any time by a member of the Race Committee for compliance with the class rules and sailing instructions
- 21.2** [DP] [NP] Sponsor's stickers must be displayed on every competing boat on the hull at the bow just below the deck line.
- 21.3** The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the event documentation.

22 SUPPLIED BOATS – Not applicable at this event.

23 OFFICIAL VESSELS – Not applicable at this event.

24 SUPPORT TEAMS – Not applicable at this event.

25 TRASH DISPOSAL

Trash may be placed aboard official vessels.

26 BERTHING – Not applicable at this event.

27 HAUL OUT RESTRICTIONS – Not applicable at this event.

28 DIVING EQUIPMENT AND PLASTIC POOLS – Not applicable at this event.

29 PRIZES

- 29.1** The Prize giving will be held in Largs Sailing Club as soon as possible after racing ends on the last day of the series.
- 29.2** Prizes will be awarded to the first three boats in each Class for the Series. The number of prizes awarded may vary, at the discretion of the OA, depending on the number of entries within each class.

30 RISK STATEMENT

- 30.1** Rule 3 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."
- 30.2** 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.

31 INSURANCE

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