

Largs Sailing Club Wednesday Series 2022

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 Wednesday Series 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 in the relevant race series box: <http://www.largssc.co.uk/racing>. There will be no physical notice board.
- 3.2 Oral changes to the Sailing Instructions may be given on the water by the Race Support Boats ensuring that all boats are given the same information in a timely manner in accordance with RRS 90.2 (c).
- 3.3 [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.

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, and the lighting column on the Largs SC balcony.

6 SCHEDULE OF RACES

- 6.1 The scheduled time of the warning signal for the Class Short race each day is 1910, the Class Long warning signal will normally be made at the same time as the starting signal for Class Short.
- 6.2 To alert boats that a race or sequence of races will begin soon, the red, yellow, green and blue lights will be illuminated with one sound 5 minutes before the warning signal of the first race of the day only. This signal will cease when the warning signal is made.
- 6.3 No warning signal shall be made after 1940.

7 CLASS FLAGS & LIGHTS

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

Class	Light	Flag
Class Short (S)	Yellow	Solid Yellow Rectangle
Class Long (L)	Green	Solid Green Rectangle

8 RACING AREAS

The racing area will be the Largs Channel.

9 THE COURSES

- 9.1 The courses are described in Largs SC Course Charts 2022 (Race Officer Version), available on the Largs SC website. This version includes guidance for the RO regarding course selection. <https://www.largssc.co.uk/node/52>
- 9.2 Note that when the Start line is dangerously short due to number of boats and/or tidal conditions the yellow Pin (P) may be moved further out than the normal fixed loc and subsequently moved back to the fixed position for subsequent laps and finish. The **Yellow Pin** is the mark to be rounded in either location.
- 9.3 The courses have no specified number of laps and will run until the Race Committee shorten the course.
- 9.4 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 course to be sailed.

10 MARKS

- 10.1 Marks used are described in Largs SC Course Charts 2022 (Race Officer Version) <https://www.largssc.co.uk/node/52>
- 10.2 The race committee may substitute marks of different colours or shapes to those specified in the course charts.

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 from the clubhouse will be started as shown in the table below. This changes RRS Rule 26.
- 12.2 **See also SI 6.2 for the additional signal TO BE MADE PRIOR TO THE FIRST RACE OF THE DAY ONLY.**

<i>Time</i>	<i>Light Signal</i>				<i>Description</i>
	<i>Yellow</i>	<i>Green</i>	<i>Red</i>	<i>Blue</i>	
Class S – 10 min	ON	ON	ON	ON	Ready to Race
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	Class S Start Class L Warning Signal
Class L – 4min	OFF	ON	OFF	ON	Preparatory Signal
Class L – 1min	OFF	ON	OFF	OFF	One Minute Signal
Class L - Start	OFF	OFF	OFF	OFF	Class L Start

- 12.3 The blue light is the equivalent of a P flag preparatory signal.
- 12.4 The starting lines are described in the Largs SC Course Charts 2022 (Race Officer Version) <https://www.largssc.co.uk/node/52>
- 12.5 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.6 **INDIVIDUAL RECALL:** When at a boat's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display the appropriate flashing class light with one sound. The flashing light shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions, but no later than four minutes after the starting signal. If rule 29.2, 30.3 or 30.4 applies this rule does not. This changes RRS 29.1.
- 12.7 **GENERAL RECALL:** When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which RRS rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (by displaying the appropriate class light along with a flashing blue light with two sounds). This changes RRS 29.2
- 12.8 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 after the general recall shall be the new warning signal.

13 CHANGE OF THE NEXT LEG OF THE COURSE

Legs of the course shall not be changed during racing. This changes RRS 33.

14 THE FINISH

- 14.1 When races are finished from the clubhouse the finishing line will be between Mark P and the light cluster on the LSC clubhouse balcony. Boats shall pass through the finish line from the direction of the previous mark - See RRS definition *Finish*.
- 14.2 Shortly before the finish, flag S will be displayed from the LSC balcony, **the appropriate class lights(s)** will be illuminated, along with the **blue light** and two sound signals made. Boats shall finish the race when they pass through the finish line at the end of their current lap.

Note: Where applicable separate classes may be finished at different times, competitors should observe which class light is displayed in the shortened course signal. If no class light is displayed, then all classes will finish when they pass through the finish line at the end of their current lap.

15 PENALTY SYSTEM

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

16 TIME LIMITS AND TARGET TIMES

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

<i>Class</i>	<i>Race Target Time</i>	<i>Race Time Limit</i>	<i>Finishing Window</i>
Handicap Dinghies	60 min	90 min	30 min

- 16.2 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.

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.
- 17.4 The race officer 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.
- 17.5 Protest hearings and RYA arbitration may take place virtually, competitors shall need to be able to access a device suitable for running popular commercially available video conferencing software. Further details will be published on the LSC website racing page in the Relevant Series Box (<http://www.largssc.co.uk/racing>).

18 SCORING

- 18.1 One race is required to be completed to constitute a series.
- When 3 races or less have been completed, a boat's series score will be the total of her race scores.
 - When from 4 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score
- 18.2 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 rating system.

- 18.3 If conditions dictate, the Race Committee may, at their discretion, take the results of a race from the times recorded for a previous round.
- 18.4 RRS A5.3 applies. (This allows a boat that entered the start area but did not start, did not sail the course, retired or was disqualified being scored for the finishing place one more than the boats that came to the starting area and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.)
- 18.5 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
- a) 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.
 - b) 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.

19 SAFETY REGULATIONS

- 19.1 [NP] [DP] 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.
- 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.

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.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 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.

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

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 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.
- 21.2 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 Prizes, for the full season, will be awarded as below;
- The highest placed boats in each class in each series,
 - The next highest placed boat in each series that has not already received a prize this season.
 - The highest placed 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.
- 29.2 The OA reserves 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.
- 29.3 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.

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:
- 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;
 - They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 30.3 Their boat is in good order, equipped to sail in the event and they are fit to participate;

- d) 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;
- e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- f) 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

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