

# 2019



## Sailing Instructions

Primary Points 1 & 2  
Secondary Points  
Luddon Cup Series



# INTRODUCTION

**These Sailing Instructions will be used for all races organised by the East Patch Racing Committee on the East Patch Racing Area.**

## **1 RULES**

- 1.1 Races will be governed by the rules as defined in The Racing Rules of Sailing (RRS), CYCA Handicap Rules, the rules of the respective Class Associations, except as any of these are changed by the Sailing Instructions. The Exoneration Penalty (and Advisory Hearing and Arbitration procedures) of the RYA Rules Disputes Procedure will be available. In the event of conflict these Sailing Instructions prevail. This alters RR 63.7.

## **2 ENTRIES**

- 2.1 Entry for a race, a series, or a block entry shall be made on the East Patch Racing Committee Entry Form.

## **3 HANDICAP CLASS**

- 3.1 Handicap Classes for East Patch Racing Series are defined as follows using CYCA Handicap:-

Class I	Up to and including 16.00 min. /hr (IRC)
Restricted sail (RS)	Any CYCA Handicap

- 3.2 Classes may be altered, divided and amalgamated or boats moved between classes at the discretion of the Committee.

- 3.3 Handicaps used shall be the Clyde Yacht Clubs Association Handicaps published from time to time. If a boat's handicap is changed during a series, she shall nevertheless remain for the remainder of the series in the class, which she started, but with her new handicap. All boats must have a valid **CYCA Handicap Certificate**.

- 3.4 A boat may apply to the Committee for a temporary handicap, which will remain in force, subject always to review by the Committee, until she obtains a CYCA handicap. The temporary handicap must have been applied for and been notified to the boat concerned before she can count the result of any race.

## **4 CHANGES TO SAILING INSTRUCTIONS**

- 4.1 Any amendment to these instructions will be by written notice posted on the boards of Royal Northern & Clyde Yacht Club, Helensburgh Sailing Club, James Watt & Rhu marinas and the East Patch website. Notice shall be posted a minimum of three hours prior to the first race to which the amendment applies.

## **5 SCHEDULE OF RACES**

- 5.1 The schedule of races is at Appendix A, Table A 1.1
- 5.2 An overall series result will be calculated for Class I entrants with a valid IRC rating.

## **6 CLASS FLAGS AND WARNING SIGNALS**

1. These are at Appendix A, Table A 1.2

2. From her warning signal until she has finished or retired from any race, each handicap boat shall fly the appropriate class flag from her backstay.

3. IC Signal **N over A** may be repeated at RNCYC, HSC and Rhu Marina

## 7 RACING AREA

The racing area is shown at Appendix B.

## 8 COURSES

Courses will be as described at Appendices A and C. The appropriate course number for any race will be displayed on the committee vessel.

## 9 MARKS

Marks are described in Appendix B, which also covers all marks used in a change of course in accordance with sailing instruction number 12.

## 10 THE START

10.1 In alteration to RRS 26 all races will be started using the following signals, with classes starting at five-minute intervals. Race Officers may announce time signals on VHF CH 69. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

### Signal

Warning	Class flag and 1 sound
Preparatory	IC flag P and 1 sound
Starting	Class flag removed and 1 sound

IC flag P shall be left displayed until the last class starts and the warning signal for each succeeding class shall be displayed at the time of the preparatory signal of the preceding class.

10.2 The starting line will be between an orange flag on the committee vessel and Mark Z for all courses. The Committee vessel may lay the starting line on either side of Mark Z. Start by crossing the line in the direction of the first mark.

10.3 Boats whose Preparatory Signal has not been made **shall keep clear** of the starting area and of all boats whose Preparatory Signal has been made.

10.4 Late Arrival

In alteration of RRS 42.1 a boat arriving late in the vicinity of the starting line may remain under power or tow after the preparatory signal for her class provided that, after stopping her engine, or casting off the tow she carries out two tacks and two gybes in the same direction on the pre-start side of the line or its extensions. While doing so the boat shall keep clear of all other boats until she has completed her turns and is on a proper course. No boat shall start her engine or accept a tow after her preparatory signal.

## **11 RECALLS**

- 11.1 General Recall – In alteration of RRS 29.2, the First Substitute will be lowered one minute before the starting signal for the next scheduled class WITHOUT A SOUND SIGNAL.
- 11.2 After a general recall of any class, RRS 30.1 will apply to that class. The normal starting sequence will not be interrupted by a general recall. In alteration of RRS 29.2, the Warning Signal for the class that has had the general recall will be at the Preparatory Signal of the last class to start normally. If more than one class is subject to a general recall then the second of these classes will start five minutes after the first, and so on.
- 11.3 In alteration of RRS 26 and 29.2, if the recalled class is the only class racing, or the last class to start, then the next signal after the general recall will be the Preparatory Signal, normally five minutes after its original starting time; and the First Substitute will be lowered one minute before the Preparatory Signal WITHOUT A SOUND SIGNAL.

## **12 CHANGE OF COURSE AFTER THE START**

The course may be changed during a race at the end of any “Round”. In this event and in alteration of RRS 33, IC flag C will be flown on the Committee Vessel and the number of the new Course be displayed. Repeated sound signals will be made to draw attention to the change of course.

## **13 THE FINISH**

- 13.1 The finishing line will be between an orange flag on the committee vessel and Mark Z for all courses
- 13.2 If a course is shortened at a mark of the course the finishing line will be between that mark and an orange flag on the committee vessel.
- 13.3 The finishing mark Z is to be left to either Port or Starboard depending on the Position of the committee vessel. Finish by crossing the line in the direction from the last mark.

## **14 BOATS CROSSING THE FINISHING LINE**

Except on the first leg of the course boats shall cross the finishing line at the start of each round and at no other time. At all other times the finish line shall be deemed to be an obstruction.

## **15 TIME LIMITS**

- |  | <b>Fixed Time</b> | <b>Time Extension</b> |
|--|-------------------|-----------------------|
| 15.1 Primary Points Series 1 & 2,<br>Sonar Series 1 & 2, Secondary Points Series,<br>Luddon Cup Summer Points Series | 21.15             | 20 min.               |
| Secondary Points Series races SP4, SP5 & SP6   | 21.00             | 20 min.               |
- 15.2 In alteration to RRS 35, if by the time limit no boat has finished the race, but one or more boats in that class have completed one round, the race shall be deemed to have finished at the end of the completed round, without regard to any subsequent event. If no boat has finished one round, or completed a shortened course, the race will be abandoned and will not be resailed.
- 15.3 In alteration to RRS 35, if one or more boats in a class have completed the course or a shortened course, within the time limit, the time limit for that class will be extended by

the number of minutes detailed at 15.1 for that race. If any boat is considered by the Race Officer to be still racing when the time limit comes into operation, two Sound Signals will be made and the signal IC flag of any class eligible to continue racing shall be hoisted. At the end of the time limit extension, three sound signals shall be made and all flags lowered, and any boats still racing shall be scored did not finish (DNF).

- 15.4 If a race is shortened at a mark other than mark 'Z', the mark selected will be regarded as the last mark of a 'round'.

## **16 PROTESTS**

- 16.1 Protests must be lodged with the Committee care of the RNCYC as soon as possible after the race and in any event no later than mid-day on the fourth day after the day on which the race takes place.

- 16.2 **PROTESTS WILL BE HEARD WITHOUT FURTHER NOTICE** on the first Thursday evening occurring not less than one week after the race in question (i.e. for a Wednesday evening race, one week after the following day; for a Saturday or Sunday race, one week after the following Thursday). Hearing of protests will commence at 19.30 at the RNCYC.

- 16.3 It is the duty of the **PROTESTOR** (in addition to the requirements of the RRS) to take all possible steps to ensure **AFTER RACING**, that the Protestee is informed:

- (a) That the protest has been or will be lodged within the time allowed, and
- (b) Of the subject matter of the protest.

- 16.4 A copy of the protest will either be posted to the Protestee or be made available by the Committee to the Protestee on the evening of the hearing, prior to the hearing commencing. Protests may be heard "in absence" in the event of either party, his representative or his witnesses failing to attend. **ONLY IN EXCEPTIONAL CIRCUMSTANCES** and at the discretion of the Protest Committee concerned will any protest be adjourned until a later date.

- 16.5 **EVERY PROTEST LODGED SHALL BE ACCOMPANIED BY A PROTEST FEE OF £5.00**, which may be returned at the discretion of the Protest committee. Cheques should be made payable to the "East Patch Racing Committee".

## **17 SCORING**

- 17.1 The series will be scored using the Low Point scoring system of RRS 90.3 Appendix A. The schedule of races and the number of discards are shown at Appendix A, at table A.1.3. In all series two races shall be completed to constitute a series.

- 17.2 All series are Long Series and in alteration of RRS A9, the score for DNF, RET & OCS, finishers + 2; DNS & DNC, starters + 2; DSQ starters, + 3.

## **18 LONE BOAT**

A lone boat at the start shall not be given a race in her class.

## **19 SAFETY REGULATIONS AND INSURANCE**

In addition to RRS 1.2, all boats shall carry an anchor and warp, a towline and bailing device, each of which shall be of a type and size suitable for the purpose for which it was intended. Each crew member will have access to serviceable lifejacket / buoyancy aid. Each boat shall effect third party insurance of at least £2,000,000 whilst racing.

## **20 CLYDEPORT AND QUEEN'S HARBOUR REGULATIONS**

Attention is drawn to the International Regulations for the prevention of Collisions at Sea, 1972. Particular notice should be taken of rule 9b which states 'a vessel less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can only navigate within a Narrow Channel or Fairway'. 'Recommended Channels' are shown on Admiralty Chart 1994. Yachts must regard any such 'Recommended Channel' as a 'Narrow Channel' within the meaning of the IRPCS 9b. Furthermore Clydeport Operations Limited has decreed that any waters of the Firth of Clyde where vessels be virtue of their size, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a 'Narrow Channel'. This also applies in water of the Queens Harbour. COL waters are to the south and west and QH waters to the north of a line from Rosneath Point to a point approximately halfway between Craigendoran Pier and Ardmore Head (Admiralty Chart 1994 refers). Whilst racing, any yacht which is unable to 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 keep clear and thereafter shall report full detail to the EP Race Committee. Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100 meters of any ferry terminal.

The restricted Channel into the Gareloch, off Helensburgh Sailing Club and extending to the southern limit of the Queen's Harbour, may be closed by the Queen's Harbour Master for the passage of large naval vessels. IC Flag U flown by the PCV will indicate if this is likely. The requirement described above **MUST** be met, any instructions received from MOD Police in accompanying RIBs or launches must be promptly obeyed.

Breach of this rule will be decided by the Protest Committee.

## **21 TRASH DISPOSAL**

Boats may not put trash in water. Breach of this rule will be decided by the Protest Committee.

## **22 RACE OFFICER DUTY**

Where as a result of an individual being rostered for R.O. duty, a boat does not compete in a race, then if there are any finishers in her class on the occasion in question, she shall be allotted for that race the average points scored in those races in which she started, which would count for the series (i.e. after discounting allowable discards and not including the race when she was on Race Officer duty). A person acting as a substitute for Race Officer shall be treated in the same way. **Any person unable to carry out Race Officer Duty shall be responsible for finding a substitute and notifying the Committee** via the RNCYC office.

## 23     **DISCLAIMER OF LIABILITY**

The safety of a boat and her entire management, including civil responsibility to third parties, shall be the sole responsibility of the owner/competitor racing the boat. The establishment of these Sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for his crew, his boat or his equipment and the management thereof.

The East Patch Racing Committee on behalf of themselves, the Clubs and their representatives disclaim any and every responsibility for any loss, damage, injury or inconvenience to persons, boats or associated things howsoever arising directly or indirectly, ashore or afloat, from their policy, rules or ruling during the race and related activities.

### **Risk Statement**

RRS 4 states “the responsibility for a boat’s decision to participate in a race or continue racing is theirs alone.”

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, skippers and competitors agree and acknowledge that:

- (a) They are aware of the inherent element of the 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 series;
- (b) They are responsible for the safety of themselves, their crew, their boat and 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) The boat is in good order, equipped to sail in the series, 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 boat will have a valid third-party insurance of not less than £2 million sterling whilst racing.

**Skippers must make their crew aware of the contents of the Risk Statement and of their responsibilities before racing.**

# APPENDIX A

## SCHEDULE OF RACES, CLASSES, CLASS FLAGS COURSES AND WARNING SIGNAL TIMES

**Table A.1.1 - Schedule of Races**

Primary Points 1 & 2	Secondary Points	Luddon Series
P1/1 – April 17	SP1 – July 3	LS1 - July 24
P1/2 – April 24	SP2 – July 10	LS2 – July 31
P1/3 – May 1	SP3 – July 17	LS3 – August 7
P1/4 – May 8	SP4 – August 21	LS4 – August 14
P 1/5 – May 15	SP5 – August 28	
P1/6 – May 22	SP6 – September 4	
P2/1 – May 29		
P2/2 – June 5		
P2/3 – June 12		
P2/4 – June 19		
P2/5 - June 26		

**Table A.1.2 - Classes, Class Flags, Courses and Warning Signal Times**

Class	Flag	Course Pattern	Warning Signal Primary & Secondary Points	Warning Signal Luddon Series
General Handicap	Pdt 1	B		1855
Handicap	Pdt 1	A	1850	
National Sonatas	O	B	1855	1900
Restricted sail	Pdt 2	B	1900	

IF BOARD “B” IS DISPLAYED FROM THE COMMITTEE BOAT  
– ALL CLASSES SAIL COURSE B

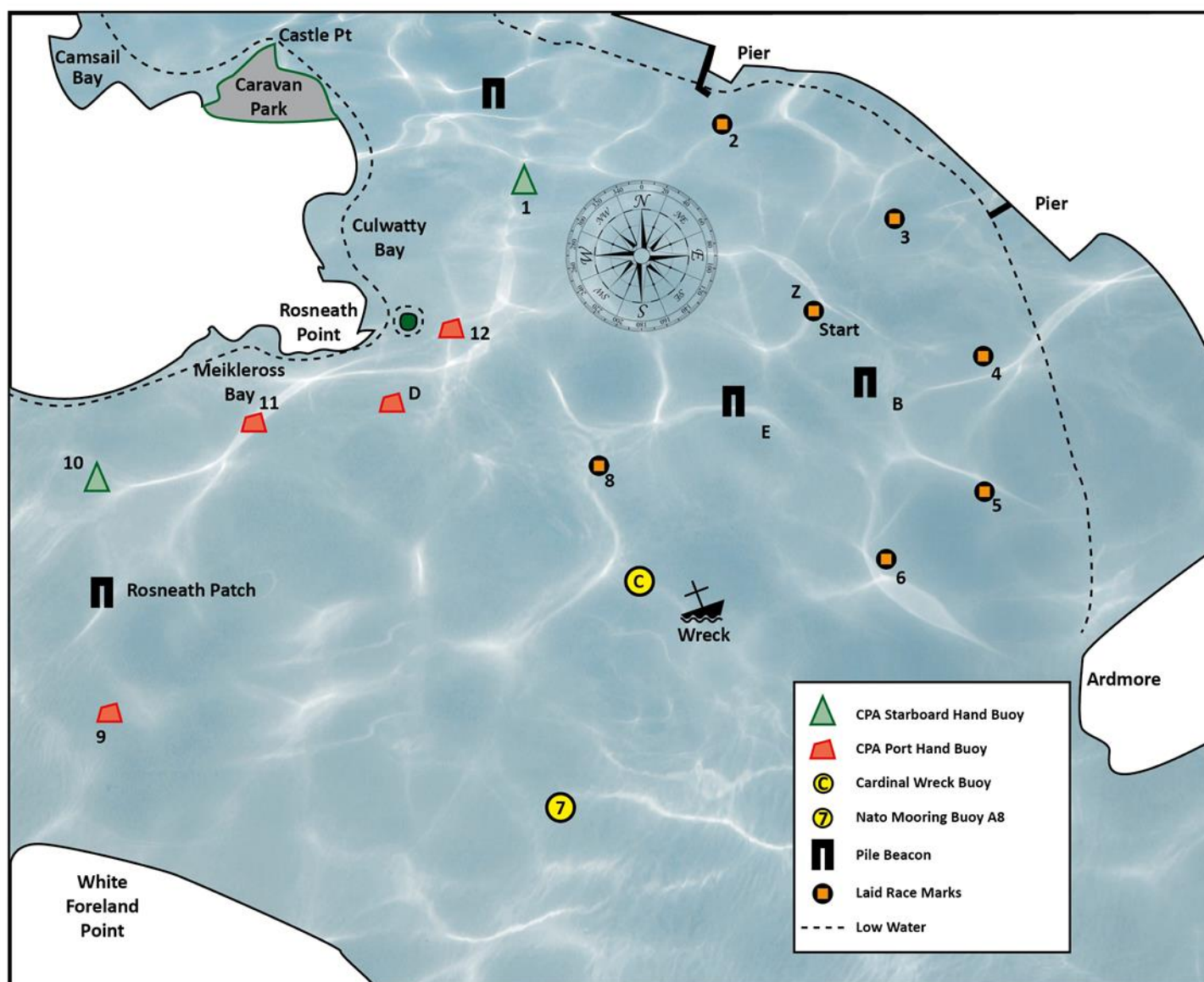
**Table A.1.3 - Discards Applied to Series Scores**

Number of Discards	Primary Points 1 & 2	Secondary Points	Luddon Series
	1 Discard	5 / 6 Races	5 / 6 Races



# APPENDIX B

## EAST PATCH RACING AREA COURSE CHART



### MARKS AND DESCRIPTIONS

- |                               |                                    |
|-------------------------------|------------------------------------|
| 1. Nav. Buoy “Row” Green      | 10. Nav. Buoy ARD 5 Green          |
| 2. Laid mark, yellow/black    | 11. Nav Buoy ARD 8 Red             |
| 3. Laid mark, yellow/black    | 12. Nav. Buoy No. 24 Red           |
| 4. Laid mark, yellow/black    | Z. Laid start/finish line mark     |
| 5. Laid mark, yellow/black    | B. Pile Beacon, Yellow (East)      |
| 6. Laid mark, yellow/black    | C. Wreck Buoy, Yellow/Black/Yellow |
| 7. Nato Buoy A.8 Large Yellow | D. Nav. Buoy ARD 10 Red            |
| 8. Laid mark, yellow/black    | E. Pile Beacon, Yellow (West)      |
| 9. Nav. Buoy No. 27 Red       |                                    |

NB (a) When it is not a mark on the course, Nav. Buoy No. 24 Red (Mark 12) must be left on the proper hand.  
 (b) Laid marks Nos. 2-6 inclusive are black marks unlike any other in the area.

# APPENDIX C

## East Patch Courses 2019

**If board B is displayed, all classes will sail Course B**

Course No.	Wind direction mag.	Course A	Approx dist.	Course B	Approx dist.
1	315 deg	S,1,5,Z	3.0m	S,1,5,Z	3.0m
		1,5,Z	3.0m	1,B,Z	2.0m
		1,5,Z	3.0m	1,B,Z	2.0m
2	350 deg	S,2,6,Z	2.4m	S,2,6,Z	2.4m
		2,6,Z	2.4m	2,B,Z	1.4m
		2,6,Z	2.4m	2,B,Z	1.4m
3	15 deg	S,2,7,Z	4.0m	S,2,C,Z	2.4m
		2,C,Z	2.4m	2,E,Z	1.4m
		2,C,Z	2.4m	2,E,Z	1.4m
4	55 deg	S,3,9,Z	5.2m	S,3,8,Z	2.2m
		3,8,Z	2.2m	3,8,Z	2.2m
		3,8,Z	2.2m	3,8,Z	2.2m
5	70 deg	S,3,10,Z	5.0m	S,3,D,Z	2.8m
		3,D,Z	2.8m	3,D,Z	2.8m
		3,D,Z	2.8m	3,D,Z	2.8m
6	75 deg	S,3,11,Z	4.0m	S,3,D,Z	2.8m
		3,D,Z	2.8m	3,D,Z	2.8m
		3,D,Z	2.8m	3,D,Z	2.8m
7	85 deg	S,4,D,Z	3.2m	S,4,D,Z	3.2m
		4,D,Z	3.2m	4,D,Z	3.2m
		4,D,Z	3.2m	4,D,Z	3.2m
8	95deg	S,4,12,Z	2.8m	S,4,12,Z	2.8m
		4,12,Z	2.8m	4,12,Z	2.8m
		4,12,Z	2.8m	4,12,Z	2.8m
9	130 deg	S,5,1,Z	3.0m	S,5,1,Z	3.0m
		5,1,Z	3.0m	B,1,Z	2.0m
		5,1,Z	3.0m	B,1,Z	2.0m
10	170 deg	S,6,2,Z	2.4m	S,6,2,Z	2.4m
		6,2,Z	2.4m	E,2,Z	1.4m
		6,2,Z	2.4m	E,2,Z	1.4m
11	195 deg	S,7,2,Z	4.0m	S,C,2,Z	2.5m
		C,2,Z	2.5m	C,2,Z	2.5m
		C,2,Z	2.5m	E,2,Z	1.4m
12	195 deg	S,7,5,2,Z	4.7m	S,C,2,Z	2.5m
		7,2,Z	4.0m	C,2,Z	2.5m
		7,2,Z	4.0m	E,2,Z	1.4m
13	240 deg	S,9,3,Z	5.0m	S,8,3,Z	2.0m
		8,3,Z	2.0m	8,3,Z	2.0m
		8,3,Z	2.0m	8,3,Z	2.0m
14	250 deg	S,10,7,3,Z	6.0m	S,D,3,Z	2.8m
		D,3,Z	2.8m	D,3,Z	2.8m
		D,3,Z	2.8m	D,3,Z	2.8m
15	265 deg	S,11,4,Z	4.2m	S,D,4,Z	3.2m
		D,4,Z	3.2m	D,4,Z	3.2m
		D,4,Z	3.2m	D,4,Z	3.2m
16	280 deg	S,12,4,Z	2.8m	S,12,4,Z	2.8m
		12,4,Z	2.8m	12,4,Z	2.8m
		12,4,Z	2.8m	12,4,Z	2.8m

### Notes:

1. S= Start between committee boat and Z to be crossed in direction of first mark.
2. Finish between committee boat and Z to be crossed from direction of last mark on course or if course shortened can be between any mark on the course and the committee boat.
3. All marks port rounding other than Z where boats shall pass between Z and the committee boat.

Except on the first leg of the course boats shall cross the finishing line at the start of each round and at no other time.

At all other times the finish line shall be deemed to be an obstruction.

4. Warning of shallow water < 2.5m inshore of marks 2,3,4,5 at MLWS
5. Care to be taken rounding fixed and