

# SAILING DIRECTIONS 2014

## 1. AUTHORITY

The races will be run under the rules of ISAF, with RYA prescriptions, unless otherwise stated in these directions. The Local Boat class has additional rules, which form a separate Appendix.

## 2. ENTRANTS

All entrants must be subscribed members of PSBSC or have paid a visitor's fee of £5.00 per boat per race. There will be no other special entry fees, with the exception of races in support of the RNLI, and entries will be accepted prior to the preparatory signal. The Club requires all competing boats to be insured, as outlined below (RESPONSIBILITY). Racing is provided for two classes with the addition of open yacht race/cruises during the season. The two classes are:

- a. Local Boats (class flag Lima)
- b. Centreboard dinghies (class flag Charlie)

Prizes and cups are awarded for the separate classes. Local Boats, to be eligible, must satisfy the committee (see Appendix). All classes of Centreboard dinghies are eligible to compete and are required to comply with their own class rules (crew, buoyancy, rig, etc). For Club purposes, the Flying Fifteen keelboat is included within this class. Dinghies of no class, and hence no allocated PY handicap may compete: the Handicap Committee will decide on a handicap which may be reviewed from time to time.

## 3. RESPONSIBILITY

The minimum insurance cover which competing boats, including those in the Fishing Competition, MUST carry is £2,000,000 third party and crew. The safety of the boat and her entire management including insurance, shall be the sole responsibility of the owner/competitor racing. The establishment of these Sailing Directions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor of his/her crew, boat and the management thereof (see also para 15). Every skipper shall complete an Insurance Indemnity Form, in respect of any boat owned, part owned or participating.

Blank forms are held by the timekeeper and are to be signed and returned before participating in any club event. (See also Race Entry/Insurance Indemnity Form available to download from the website [www.plockton-sailing.com](http://www.plockton-sailing.com)).

- All skippers must ensure that the line officers have a note of all crew members before a race begins.
- Inappropriate behaviour towards line officers and safety boat skippers will not be tolerated. The officer of the day will award a penalty for inappropriate behaviour.

## 4. SIGNALS

The ISAF system of signals shall be used for all races and all courses will be promulgated and displayed at the front of the starting box.

a. Starting:

**5 minute:** (warning) class flag up; 1 sound signal

**4 minute:** (Preparatory) 'Papa' flag raised; 1 sound signal

**1 minute:** Preparatory flag lowered; 1 sound signal

**Start:** Class flag lowered; 1 sound signal

b. Regatta starting: the Centreboard 5 minute signal will act as a 10 minute signal for Local Boats. There will not be a 10 minute signal for Centreboards

c. 2 sound signals and all flags lowered: Cancellation or general recall

d. One black ball above one pennant hoisted: 30 minute postponement

e. One black ball above two pennants hoisted: one hour postponement

f. 2 sound signals (Local Boats) 3 sound signals (Centreboards): Abandonment

## 5. RECALLS

Starting penalties under rule 30, 'flag' rules, do not apply. When at the starting signal any part of the boat's hull, crew or equipment is on the course side of the starting line, the class flag will be kept at the 'dip', accompanied by one sound signal. In addition, every effort will be made to hail the boat.

They must then comply with Rule 29.1. The class flag will remain at the 'dip' until the boat has correctly started. Failure of a boat to see or hear her recall signal/hail shall not relieve her of her obligations to start correctly. A general recall will be signalled as at 4c above.

## 6. START/FINISH

Normally, starts/finishes are as follows:

**START:** A fixed line, being the transit of flagpole and moveable day-glo post on shore. The outer limit mark is a moored buoy.

**FINISH:** The line will be crossed in the direction of the course, from the last mark. After finishing a race correctly, any boat that re-crosses through the line under sail will be disqualified.

N.B. In the interests of safety, starts/finishes for yacht races/cruises is a line formed by the transit poles extended to the southern shore unless otherwise stated

If DALL is a mark on the course in a harbour race, the HOME mark is not a rounding mark and may be taken to port or starboard. SEASG AIR is classified as a harbour mark.

## **7. ACCEPTING PENALTY**

Accepting penalty in no way alters the right to protest or be protested against. Should an entrant in either class infringe a racing rule or sailing direction, he/she is under obligation to exonerate him/herself by executing a 720° turn (Centreboards) or 360° turn (Local Boats) or to retire immediately. However, the penalty for touching a mark is a 360° turn for both classes.

N.B. The entrant will exonerate the infringement at any point on the course, at the first available opportunity, but before the next rounding mark. The boat accepting the penalty is accorded no rights by other boats until the exoneration has been completed.

## **8. PROTESTS**

Protests shall be submitted in writing by the protesting skipper, and be delivered to the Club Secretary within two hours after the time of the last boat's finish in that race. All parties involved in the protest will be informed of the place and time of the protest hearing.

## **9. HANDICAPS**

For Centreboard dinghies (where possible), the RYA Portsmouth Yardstick Scheme as set out in the current YR2 will be used (see YR2/13 for detailed information).

For yachts, the CYCA (Clyde Yacht Clubs Association) handicap system is used. Handicaps for Local Boats are determined by the Handicap Committee and are reviewed at the following times:

- Post Moore Bowl series
- Mid way through Regatta
- End of Regatta
- End of season

The following exceptions are addressed thus:

- New Local Boats will be awarded a handicap equal to the handicap of the median
- Local Boats that have not sailed for one or more seasons will be allocated an appropriate handicap
- Any material changes to a boat or rig since the last allocation of handicaps must be intimated to the Timekeeper.

In other exceptional circumstances the Handicap Committee reserves the right to make adjustments.

N.B. In all the above it is the responsibility of the owner/skipper to inform the Timekeeper at least 48 hours prior to participation in the next scheduled race. Failure to do so may result in a penalty being applied by the Handicap Committee.

## **10. POINT SCORING**

For both classes, the ISAF low point system will be used in all series racing. The number of discards is determined by the number of races completed by the fleet in a series as follows:

Number of races    Number of discards

1 to 3    0

4 to 6    1

7 or more    2

## **11. TIME LIMITS/COURSES**

A normal Club race is deemed to be 6 miles approximately (the equivalent of two laps of the inner course). The time limit for local boats is 2.5 hours. If one Local Boat finished within the time limit, there is a 30 minute extension for all other Local Boats. For Centreboard dinghies, the time limit is 2.5 hours plus 1 hour extension.

N.B. (1) The Consett Championship Cup is 1.5 courses, i.e. the course is set and the time limit is 3.75 hours plus a 30 minute extension. The Centreboard race which runs concurrently, will have the same time limit (3.75 hours) but with a 1 hour extension.

N.B. (2) The Local Boat Long Distance race is a double course. The time limit is 5 hours plus a 30 minute extension. The third race for the Ulluva Cup, run concurrently, has a time limit of 5 hours with a 1 hour extension. The yacht race sailed on the same day, has a time limit of 8 hours.

## **12. SHORTENED COURSES**

Courses are set and promulgated at the start. Courses may be changed or shortened at the Commodore's or Starter's discretion, but only in accordance with the following:

- A dahn buoy attached to a mark indicating that, on rounding the mark, sail for the line to finish. If this applies to one class only, the dahn buoy will be marked 'C' (Centreboards) or 'L' (Local Boats).
- Alterations (i.e. introducing different rounding marks from those originally promulgated) may be hailed from the line on rounding the HOME mark, or at a rounding mark on the course.
- Alternatively, two sound signals will be given, the shortened course flag will be hoisted at the flagpole, and an equivalent sign will be displayed from the safety boat. In this eventuality, boats should finish straight through the line.

N.B. The safety boat will endeavour to hail every boat to indicate alterations and/or shortening of courses. Abandonment – see 4 Signals, 4(f).

### **13. SAFETY**

All helms and crew must wear adequate personal buoyancy. Wet suits do not constitute adequate personal buoyancy and a lifejacket or buoyancy aid must still be worn. All Local Boats must carry oars and Centreboard dinghies must carry oars or a paddle.

### **14. SAFETY BOAT ASSISTANCE**

The sole responsibility of the safety boat is to rescue people. Once assistance from the safety boat is accepted, the skipper of the safety boat will direct the rescue operation. Notwithstanding this, the final safety of the crew of the 'casualty' remains the responsibility of the skipper of that boat. It must also be accepted that extreme circumstances may dictate that the casualty boat (crewed or otherwise) is left for subsequent recovery.

### **15. LIMITATION OF CLUB LIABILITY**

The Club will not accept any liability for personal injury, damage to or loss of property, arising out of the use of the Club's premises, facilities and any other activities of the Club, or out of participation in any race organised by the Club. This applies to all members, their guests or visitors, whether or not such damage, injury or loss could have been attributed to or was occasioned by the neglect, default or negligence of any of the officers, committee or servants of the Club.

### **16. PARTICIPATION IN RACES**

The Club strongly recommends that no one under 9 years of age should participate in Club races.

**PSBSC SAILING DIRECTIONS** may be reviewed to reflect changes in The Racing Rules of Sailing, or decisions of the Club taken at its AGM, or by the committee.

### **APPENDIX 1 Local Boats Only**

- Assistance. (a) Where two safety boats are in use and there is only one \*boat in need of assistance, the race shall continue. However, if there are two Local Boats in need of assistance the race shall be abandoned. The Commodore / Officer of the Day has the discretion to call off the race even if only one boat is in difficulties and is in need of assistance.

The Safety Boat(s) will display a red flag and a sound signal will be given to indicate that the race has been abandoned. Where only one Safety Boat is deployed, and one Local Boat is in need of assistance, the race shall be abandoned. When all safety cover is deployed to deal with boats accepting assistance, the Local Boat race will be automatically abandoned. A penalty of 10% on corrected time is applied in the re-run of the race to the boat(s) which caused the abandonment.

*\* A boat will be deemed in need of assistance when it has capsized or broached and filled with water rendering the boat unseaworthy and where the crew are fully employed not in sailing the boat but in righting, bailing and carrying out other acts of seamanship to make the boat seaworthy again.*

- All Local Boats are required to carry 250kg minimum buoyancy, and be capable of a freeboard of 6 inches in an unmanned and flooded condition. Owners/skipper are required to sign an indemnity form (obtainable from the timekeeper) confirming the boat carries the required buoyancy.

- Local Boats carry a minimum of 2 and a maximum of 3 persons

- Local Boat specifications. To be eligible, the boats must satisfy the committee. As a guideline, boats will have 6 inches (or less) keel and be of 15 feet (or less) waterline length. The boats must be clinker built and largely constructed of natural wood (i.e. not of laminated material). Only un-decked boats qualify for entry to the Plockton Trophy. Anyone proposing to build a new boat should obtain detailed specification on Local Boat parameters from the committee. There is a maximum permitted sail area of 16.53 square metres for all new boats, or replacement sails on existing boats.

N.B Owners/ skipper should also refer to Section 9 on handicapping in the Sailing Directions for protocols regarding new boats, changes of rig etc.

- Spinnakers may not be used on Local Boats

- Mainsails must be capable of being reefed. The minimum sail reduction is 18 inches. Masts must have a reefing mark, 20 inches below top sheave.

- Starminx Trophy (Starter's Cup) points are awarded for the best starts by Local Boat skippers for the races during the regatta fortnight. The Cup is awarded to the skipper with the highest aggregate score.

### **APPENDIX 2 Centreboard dinghies only**

Junior and Centreboard series races, out with Regatta, will not be re-run in event of cancellation

### **APPENDIX 3 Miscellaneous**

#### **Ragamuffin race**

- Maximum number of persons per boat is 5
- All boats sail on the same handicap

- In the interests of safety and fair sailing, sails should be no more than 70 square feet (approximately 7 square metres) and square or rectangular in shape
- The painting or decorating of the sail must be the unaided work of the children
- There will normally be 3 races
- The Ragamuffin Cup will be awarded to the overall winner of the 3 races
- Other prizes will be awarded in order of finishing
- Special prizes are awarded for sail decoration as follows:
  - The most topical
  - The most artistic
  - The most humorous
- Competitors should be able to row competently
- Starts:
  - Competitors should follow the instructions for lining up
  - A hooter will signal the start of each race
  - On this signal, sails should be raised and boats raced to the finish line which will be marked
  - Boats then row back to the starting line for the second and third legs

### **Fishing Competition**

5 lines to a boat (outboards, inboards, rowing boats). Lifejackets are to be worn or carried. Minimum admissible fish size is 6 inches (15cm). All skippers to sign indemnity form as per club rules and to sign in and out for competition. Competition times: 1100 – 1500

### **Cruising Cup**

The Cruising Cup will be awarded to Local Boats, Centreboard dinghies or yachts. Logs should be submitted to the Club Secretary and will be scrutinised by members of the Junior Endeavour Committee.