

Tees and Hartlepool Yacht Club

SAILING INSTRUCTIONS 2017 SEASON

Cruiser Racing

Racing will be governed by the ISAF RACING RULES OF SAILING, the prescriptions of the ROYAL YACHTING ASSOCIATION, these SAILING INSTRUCTIONS and any other applicable rules.

Risk Statement

Rule 4 of the ISAF Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” Sailing is by its nature an unpredictable sport and therefore 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, umpires and other officials and volunteers by the 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) For offshore races: They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew in sufficient number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew;
- h) Their boat is adequately insured, with cover of at least £1 million against third party claims, which must include racing.

Safety equipment

All yachts sailing under the Club Burgee shall comply with the ISAF Offshore Special Regulations 2016 - 2017 Special Regulations subject to the prescriptions of Tees and Hartlepool Yacht Club. All races using THYC published courses are designated category 4. Checks may be carried out and non-compliance will result in disqualification from the preceding race in which the yacht took part and not recorded as racing in future events until the yacht demonstrates that the equipment is in place to the satisfaction of the cruiser racing committee.

THYC Prescriptions. A VHF Transceiver must be carried. This amends ISAF 3.29 – 1 which requires a Handheld VHF to be carried.

ISAF Special regulations are available from www.sailing.org

Ratings

Classes 1 and 2 will be rated using the NERR rating system. Yachts must hold a current NERR Rating certificate. A copy must be carried on board and a copy must be lodged with the sailing committee, results will not be ratified if the committee does not have a certificate copy. Boats must declare prior to the start of any series whether they wish to use their non spinnaker rating. (If no declaration is received the spinnaker rating will be used).

Classes

Class 1 will be all boats flying spinnakers.

Class 2 will be all boats sailing with mainsail and genoa only.

Boats may sail in different classes in any complete series of races, but must sail the complete series in that same class.

Complete series include: Spring, Wednesday Pursuits, Sunday Pursuits, RNLI 1/Wednesday 1, RNLI 2/Wednesday 2, Nicholson/Centenary, 1871/Millennium, All Marks, Autumn, Winter.

Individual, long distance and passage races can be raced in any chosen class.

Boats must declare in which class they will be sailing prior to the start of each series and at the start of each race.

Eligibility

All THYC yachts skippered by a THYC member, are eligible for club races. Club rules require all crew to be club members. Guests are permitted to race on six occasions during the season.

Race Times

Details of race start times and type of race are published in the TEES AND HARTLEPOOL YACHT CLUB programme, issued as a separate document.

Course to be sailed

Details of courses to be sailed and marks to be used are issued as separate documents.

Each mark of the course to be rounded as specified in the course notes.

The originals will be used in the race station to set courses for all divisions.

The course, for each class, to be sailed will be announced by VHF radio approximately 15 minutes before the scheduled start using channel M2.

Sailing area

Bay races will be held in the confines of the Tees and Hartlepool bay defined by: -

North & West of the Tees Channel (Crossing the Tees Channel to the north of Tees North & South buoys is permitted) and South of Hartlepool Heugh Pier.

Offshore courses may extend outside this area.

The Hartlepool channel must not be entered when racing, therefore when approaching the 'H' mark Hartlepool No 2 (the outer red can buoy) must be left to starboard.

THE TEES AND HARTLEPOOL SHIPPING CHANNELS ARE DESIGNATED AS CONTINUOUS OBSTRUCTIONS AND MUST NOT BE ENTERED FOR ANY REASON WHEN RACING.

Single Handed Sailing

Single handed sailing is permitted for Classes 2 and 3 provided the race is within the bay as defined above. Spinnakers may not be flown and a safety harness and life jacket must be worn at all times.

Motoring

Yachts under power prior to the start as a result of delays in the lock or to clear shipping channels may remain under power after her preparatory signal provided that after stopping her engine, she carries out two full 360° turns (720°) on the pre start side of the starting line and after the starting signal. She shall keep clear of all other boats until she has completed her turns and started.

VHF Radio

VHF M2 will be used.

The race officer will broadcast the following information by VHF radio: -

- 1) The Course to be sailed approximately 15 minutes before the start of the relevant class.
- 2) Course alteration.

The race officer may broadcast the following information: -

- 1) Countdown to 5, 4 & 1 minute signals.
- 2) Shortened Course information.
- 3) Recall or General Recall.
- 4) Postponement.

Yachts may not contact the race station after the warning signal or during the starting sequence of another class.

It is the yachts responsibility to monitor the appropriate VHF channel for the duration of the race.

It is recommended that yachts also monitor channel 16 as a safety precaution.

Notification of Intention to Race

Each boat should inform the duty officer by VHF channel M2 of their intention to race, including the number of crew and which class.

Radio communication must take place prior to the commencement of the start sequence.

Any boat not informing the duty officer of their intention to race may not be recorded as starting or finishing the race.

Start / Finish Line

The start line is a transit line between a white light on the clubhouse situated below the race station windows and the white pole situated towards the end of the South pier carrying the red harbour light and weather instruments. An outer distance mark will be laid. An inner distance mark may also be laid. They are tide and wind borne and may not be on transit.

If a race is started from the water the start/finish line will be the line between the inner and outer marks.

At the start and finish of each lap yachts must pass between inner and outer distance marks.

Signals

All light signals will be made from the race station. For certain races a committee boat start may be used, in which case flag signals will be used from the committee boat. Separate instructions will be issued for such a race.

Races started from the water will be done by VHF only.

Starting Signals

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| Warning signal (5 minutes to start) | One white light |
| Preparatory signal (4 minutes to start) | Two white lights |
| 1 Minute to start | Three white lights |
| Start | All lights extinguished |

Recall

One white light switched back on after the start indicates that one or more yachts were over the line. The light will remain on until the offended yacht(s) have returned over the line, or for 5 minutes, whichever is sooner. When possible the offending yacht(s) will be notified by VHF. An "all clear" VHF message may also be broadcast.

General recall

A general recall will be indicated by four white lights. All yachts in the recalled start must restart. The restart will be 10 minutes after the aborted start. Subsequent class starts will incur a delay.

Postponement

Postponement will be indicated by four white lights.

The restart will be 10 minutes after the scheduled start or at a time to be specified by the OOD. The new start time will be broadcast by the OOD on the appropriate VHF channel.

Shortened Course

Shortened course will be indicated by two white lights displayed as the leading yacht approaches the last mark before finishing.

Courses may be altered as well as shortened. Shortened courses will be indicated as above. Course alterations will be notified by the duty officer on the appropriate VHF channel. The duty officer will attempt to ensure that all yachts in the race are aware of the course alteration. (It is the yachts responsibility to monitor the appropriate VHF channel for such announcements).

Finishing signal

As each yacht finishes four white lights will be displayed.

Time Limits

The time limits for each course are shown on the course sheets. Any yachts not finishing within the time limit will be deemed to have retired. If a race consists of more than one course or lap then the time limit for each course is added together. If the race is shortened this total time limit still applies. For Class 2 and 3 races the time limits are increased by 50%.

Retirals

Any yacht retiring before or after finishing must inform the duty officer on the relevant VHF channel as soon as possible.

Declarations

Written declarations shall not be required. In crossing the finish line, the yacht declares herself to have sailed the course fairly and in accordance with the rules. Skippers who cannot so declare should wear an ensign.

Penalties

If a yacht contravenes a rule of part 2 while racing may exonerate herself by taking a 720° turns penalty in accordance with RRS 44

If a yacht touches a mark she must take a 360° turn penalty in accordance with RRS 44

Pursuit Races

Start time for each boat will be calculated using NERR handicap ratings, for 60, 90 & 120 minute pursuit race. A list will be published.

The course to be sailed will be announced in the normal way.

Each boat will start the appropriate number of minutes after the race start time. They will sail the course until the race time has elapsed.

At the end of the race each boat will note her position in the fleet and this will be the result.

The Race Officer will announce the course. During the start the OOD will announce by VHF the 5 minute (warning), 4 minute (preparatory), 1 minute and start signals. Subsequently each boat may be given a 1 minute and start signals. The OOD will also announce the end of the race.

The race officer may use the race station or may start the race from a competing boat. Each boat will ensure that she does not cross the start line ahead of the appointed start time and will ensure that her finishing position is noted.

Competing boats should take their GPS position exactly at the end of the race, preferably by way of a waypoint. In the event of doubt as to finishing position the committee may use these GPS positions to determine the results of the race. If a GPS position is required any boat without an adequate GPS position will be classified DNF. The boat closest to the next mark of the course will be deemed to be first, the second nearest second etc.

Protests

Protests shall be made in accordance with RRS 61. A yacht intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or sees, she shall hail “protest” and conspicuously display a red flag at the first reasonable opportunity for each. In addition yachts intending to protest must inform the race station on the relevant VHF channel (unless dismasted). Protest forms must be handed to the Officer Of The Day within 60 minutes of the last yacht finishing accompanied by a fee of £2 (refundable if the protest is upheld).

This notification of the OOD in no way removes the onus on the protesting yacht to fully comply with the protest requirements of the Racing Rules of Sailing.

Scoring System

Races will be scored in accordance with Appendix A of the Racing Rules of Sailing 2017-2020 using the low point system.

The number of races to count in a series will be the nearest whole number above half the number of races in the series (unless specified in additional race instructions).

Amendments

Amendments to these sailing instructions may be displayed on the TEES AND HARTLEPOOL YACHT CLUB notice board at least one hour before the race time and will be announced on the relevant VHF channel.