

Royal Ulster Yacht Club

Coastal Series



Round the Lough Race

Saturday 1st August 2021

Sailing Instructions

IMPORTANT

Competitors are reminded that the 2021-2024 RRS have significantly increased the importance of the Notice of Race (NoR), which now contains rules that rank the same as the Sailing Instructions (SIs). A number of rules that had previously been shown within the SIs will now be found in the NoR as they form part of the information that competitors may need before deciding whether or not to race. They are not necessarily repeated in the SIs.

COVID Statement

[DP] By taking part in this event 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 the Organising Authority'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. Failure to comply with this statement may lead to a penalty as deemed appropriate by the event protest committee.

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

1. RULES

Racing will be governed by the rules as defined in the Notice of Race (NoR) 1.

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the SIs will be posted online and also at Bangor Marina at least two hours before the scheduled start of the race, except that any change to the schedule will be posted by 20:00 on the day before it will take effect.

3. CLASS FLAGS

Class flags are as follows:

			<u>Class Flag</u>
IRC & NHC Unrestricted sail	IRC & NHC handicap rules	(0.850 & above)	Numeral Pennant 1
IRC & NHC Restricted sail	IRC & NHC handicap rules	(0.900 & above)	Numeral Pennant 3

Note that NHC Base Numbers will be used for this race.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the flagpole at the top of the access ramp at Bangor Marina and will also be displayed from the Royal Ulster Yacht Club (RUYC) battery.

- 4.2 When flag 'AP' is displayed ashore, '1 minute' is replaced by 'not less than 60 minutes' in Race Signals AP.
- 5. STARTING**
- 5.1 Races will be started using RRS 26.
- 5.2 The first warning signal for this race will be made at 12:45.
- 5.3 The starting line will be between a white pole with an X top mark in front of the RUYC battery and a red inflatable buoy at the Northern end.
- 5.4 A boat whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 5.5 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 5.6 If one or more boats are subject to RRS 29.1 the Race Committee may attempt to broadcast their sail number(s) on VHF channel 37 (M) and or hail their sail number(s). Failure to make a broadcast (or to time it accurately) or failure of the boat(s) to hear a hail, if made, (or the order in which boats are hailed) will not be grounds for requesting redress. This changes RRS 62.1(a).
- 6. RACING AREA**
- The racing area will be as described in NoR 11.
- 7. COURSE**
- 7.1 The course to be sailed will be displayed on numeral boards placed on the front wall of the RUYC Battery. These boards will have either RED or GREEN backgrounds indicating how the marks are to be left (leaving them to port or starboard respectively).
- 7.2 Courses will not be shortened. This changes RRS 32.
- 7.3 Legs of the course will not be changed after the preparatory signal. This changes RRS 33.
- 8. MARKS**
- The marks to be used are described in NoR 12.2.2.
- 9. FINISHING**
- 9.1 The finishing line will be between a white pole with an X top mark in front of the RUYC battery and a red inflatable buoy at the Northern end.
- 10. TIME LIMIT**
- 10.1 The time limit for all classes is 16:45.
- 10.2 If a boat in a class finishes within the time limit the time limit shall be extended by 30 minutes for that class.
- 10.3 Failure to finish within the time limit (or extended time limit, if applicable) will not be grounds for requesting redress. This changes RRS 62.1(a).
- 10.4 Boats failing to finish within the time limit, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the time limit. This changes RRS 35, A5.1, A5.2 and A10.
- 11. PENALTY SYSTEM**
- NoR 13 applies.
- 12. HEARING REQUESTS**
- 12.1 If a boat intends to protest another boat or to request redress she shall lodge an "Intent to Protest or Request Redress" by email to sailingsecretary@ruyc.uk within 90 minutes of finishing the race, or retiring.
- 12.2 The protest hearing time will be posted on the official notice board at RUYC and also on the website.
- 13. COMMUNICATIONS**
- 13.1 All communications will be as described in NoR 3.
- 13.2 If the Race Committee displays flag 'R' then VHF channel 72 (M2) will be used.

14. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

15. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of *£2 Million* per incident or the equivalent.