



PeopleAlign RUYC Spring Series

Sundays 6th & 13th & Saturday 19th April 2025

Sailing Instructions

The notation TNP 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 CLASS FLAGS

Class flags are as follows:

IRC & YTC Unrestricted Sail

		Class Flag
Class 1 (IRC \geq 0.970)	IRC & YTC handicap rules	Numeral Pennant 1
IRC & YTC Unrestricted Sail		
Class 2 (IRC < 0.970)	IRC & YTC handicap rules	Numeral Pennant 2
White Sail Restricted	IRC & YTC handicap rules	Numeral Pennant 3

IRC & YTC Unrestricted Sail

3 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.

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 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.

5.2 A boat whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

5.3 Classes may be started together at the discretion of the Race Committee.

5.4 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 AS.1 and AS.2.

5.5 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 **COURSES**

7.1 Racing will be started from Royal Ulster Battery and use the club marks as outlined in the 2024 RUYC Thursday night Sailing Instructions and Appendix A below. These sailing instructions are available on the Spring Series pages on the RUYC website: [LINK](#)

8 **FINISHING**

The finishing line will that defined in the 2024 Thursday Night Club Racing Sis.

9 **TIME LIMIT**

On dates were there are 2 or more races scheduled boats failing to finish within 30 minutes after the first boat in their fleet sails the course and finishes 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.

10 **PENALTY SYSTEM**

NoR 13 applies.

12 **HEARING REQUESTS**

11.1 If a boat intends to protest another boat or to request redress, she shall lodge a protest within 90 minutes of finishing the final race of the day or retiring. Boats shall so inform the Race Officer on finishing any race.

11.2 Written protests shall be delivered to the Race Office at Royal Ulster Yacht Club.

11.3 The protest hearing time will be posted on the official notice board at RUYC and also on the website.

12 **COMMUNICATIONS**

12.1 All communications will be as described in NoR 3.

12.2 If the Race Committee displays flag 'R' then VHF channel 72 (M2) will be used.

13 **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.

14 **INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 Million per incident or the equivalent.

Appendix A

Appendix A

