

NOTICE OF RACE CONFORMING TO RRS 89.2

THE INFORMATION REQUIRED BY RRS 89.2 & J1 IS SET OUT IN THE SAILING INSTRUCTIONS WHICH FOLLOW:

LYC SAILING INSTRUCTIONS COMPLYING WITH THE REQUIREMENTS OF RRS 90(2) & COMPLYING WITH APPENDIX J2

SINGLE RACES (E.G THE COMMODORE'S CUP) & LONG RACES MAY HAVE SEPARATE SAILING INSTRUCTIONS ADOPTING THESE INSTRUCTIONS WHERE APPROPRIATE

1.0 **RULES**

1.1 Racing will be governed by the:

- (a) Current edition of the Racing Rules of Sailing (RRS).
- (b) The prescriptions of the Royal Yachting Association (RYA)
- (c) Class Rules (if applicable)
- (d) LYC/TSC Rules & Byelaws, Notice of Race & Sailing Instructions
- (e) The Entry form completed before each race commits the boat to this agreement.

If any conflict arises between any of the aforementioned (d) will prevail, except in so far as they contradict RRS 86; (which proscribes those parts of the RRS which may be altered).

1.2 **National Proscriptions** apply

1.3 **The following RRS are amended/altered**

26, 29, 32,, 33, 34, 35, 40, 61, 62 , 77,

1.4 to **The changes to Racing Rules are:**

Para 3.2 changes RRS 62 allowing the NHC handicap of a boat to change as envisaged by the NHC rule.

Para 10 (missing marks) alters RRS 32, 33 & 34 Altering & Shortening a course are altered by paragraph 10. A lead boat may find a mark gone or off station; the Race Officer makes an ad hoc decision to save a race. Mainly relevant to courses out of the Mersey Estuary.

Para 13.1 alters RRS 26 by allowing a Race Officer to adopt a different starting procedure.

Para 13.4 further describes the effect of the change to RRS 26; engines may be used until the 2 minute signal

Para 13.9 alters RRS 29, a yacht having difficulty returning after a premature start may be released when the fleet has started & may incur a penalty

Para 14.1 changes RRS 34

Para 16.2 alters RRS 35. For all inshore races any boat not finishing **half an hour before the last lock** as designated by the marina authority will be classified as DNF.

Para 19.2 alters RRS 61 a yacht should hail a competitor & the race officer by radio when protesting

Para 20.2 alters RRS Part 4 preamble & RRS 40 – the harbour authority require life jackets to be worn

Para 21.4 alters RRS 77 by (exceptionally) sometimes allowing a yacht to carry an incorrect sail number (second hand sails)

- 1.5 **Application of Racing Rules for Sailing**
RRS are applicable between sunrise and sunset (NB see RRS 48). After sunset and before sunrise International Regulations for Preventing Collisions at Sea apply. Members are reminded that Commercial shipping has complete right of way at all times and they must not impede such traffic movement
- 2.0 **FLAG SIGNALS, NOTICE TO COMPETITORS, RADIO & TELEPHONY**
Notices will appear on the Club Notice Board, & Website, and attention may be drawn to them by VHF, including as set out in 3 below.
Flag Signals made ashore will be hoisted on the flagpole located at the Brunswick lock house or other starting point or vessel designated as a committee boat. Competitors are responsible for the observance of any supplementary instructions and/or notices given at any officially called Skipper's meeting and by any duly posted amendments to these Sailing Instructions
- 2.1 **Radio transmitters**
Shall not be used after the preparatory signal except where a yacht has permission, or is requested by the Race Officer, or otherwise for a reason of safety. All radio transmissions to or from the fleet shall be on VHF Channel 37 and all competitors should preferably use fixed, i.e. not hand-held radio equipment. All yachts must monitor Channels 37 and 12 whilst racing.
- 2.2 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones
- 2.3 In the event of an intention to protest, the protesting boat shall use the radio on VHF Channel 37 to advise the other competitor and the Race Officer. This is an amendment to RRS 61. Race Officer announcements will be on CH 37.
- 2.4 **Changes to sailing instructions**
Any changes to the Sailing Instructions will be posted at least two hours before the advertised starting time of the race or races concerned. Amendments will be placed on the LYC notice board, website, & where possible announced by VHF.
Displaying Code Flag "L" will indicate changes in the Sailing Instructions and may be announced on VHF channel 37.
In exceptional circumstances changes may be made orally by radio to each boat on the water pursuant to RRS 90.2 (c).
- 3.0 **ELIGIBILITY**
For designated 'open events' competing vessels must be helmed and skippered (see RRS46) by a member of LYC or an RYA affiliated club. For other club races competing vessels must be helmed and skippered by a Full Member of LYC; all other crew members must also be Full Members, Temporary Members or become a 'Day Member' by paying the appropriate fee prior to racing. For the purpose of this rule 'Full Membership' means any category of membership except Social Membership, Temporary Membership and Day Membership of LYC.

Boats will sail in the appropriate Class as set out in the Notice of Race.
- 3.1 **IRC**
Class One IRC TCF 0.936 or greater
Class Two IRC TCF Between 0.935 or below
Yachts may elect to sail in the class above. Yachts that do this will have to use the lowest TCF for the class they are sailing in e.g. a Class 2 yacht sailing in class one will have to use a TCF of 0.936.
- 3.2 **"Venture Races" run under the "NHC" handicap system:**
.A boats handicap will be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62.
- 3.3 **Rating Certificates**
Before a yacht is eligible to race using an IRC handicap a valid rating certificate shall be presented

to the LYC Race Committee. Yachts that do not hold a valid IRC certificate may, at the request of the owner, be issued with a temporary TCF number to allow the yacht to enter racing. A yacht will not be allowed a temporary TCF for more than two consecutive series and her results will not count to any series results.

3.4 **A temporary TCF :**

However, yachts may use their previous year's TCF until the end of the Brass Monkey Series, at which point a new rating must be provided to the Sailing Committee.

This is not an IRC rating but a TCF allowing LYC members to participate. LYC cannot issue an IRC certificate but in allocating a TCF in accordance with the above arrangement is adopting such Handicaps as allowed by RRS J.1.(4)

- 3.5 No improvements to handicaps shall be made retrospectively once a series has commenced. All yachts sail under the latest handicapping data available to the Race Committee. It is the responsibility of the owner or his/her representative to ensure that any changes in the yacht's handicap or measurements are brought to the attention of the Race Committee. Failure to do so may lead to the yacht being penalized

3.6 **Crew Numbers**

IRC Rule 22.4. shall not apply. There will be no limitations on crew number or weight Note IRC 22.4 is that of the RORC rating office not RRS

3.7 **Scrutineering**

The Race Committee may at any time inspect a yacht for compliance with safety and/or handicapping rules. If a yacht fails this inspection, pre or post-race, the yacht shall rank as a non-starter.

4.0 **Entry Forms**

Boats enter by signing the LYC / TSC sign on sheet on the club notice board for each individual race. Each boat will pay an entry fee for each race of £2.

The entry form contains the following:

I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event. See RRS Appendix J 2(6).

4.1 **Safety Forms**

- 4.2 **Before the start of all races a safety form** giving the names of skippers and crew, and a next of kin contact telephone numbers shall be given to the Race Officer. Failure to do so will result in disqualification It is the skippers responsibility to ensure that all members of their crew comply with Rule 3 above

- 4.3 For competitors convenience safety forms & fees **may** be collected in the lock.

5 **Schedule of Races**

Races are run on the dates set out in the diary & on the website. See also the Notice of Race. (The Race Committee may decide to run extra races on any scheduled occasion.)

6 **Starting times**

Scheduled starting times of races, whenever possible, are set out in the club Year Book, the website, and see also the Notice of Race.

7 **Prior to Starting**

The Club Burgee displayed at the masthead at the Brunswick lock house and/or from the Committee boat indicates that the Race Officer is on station.

8 **Racing Area**

The club racing area is described by paragraph 9 below

- 9 **Courses**
Courses are set in accordance with the Notice of Race & as further described in 9.1 to 9.3 below
- 9.1 **For a series**
LYC race courses will be displayed either in the lock or announced by the Race Officer from the Committee boat.
- 9.2 **For a single event**
For example a pursuit race or the Commodore's Cup) the course will be set out in the appropriate NOR / and / or the lock house or alternatively be announced from the Committee Boat
- 9.3 **Long Races** may be governed by a separate Notice of Race & Additional Sailing Instructions
- 9.4 **Channel Courses**
All Crosby and Queens Channel buoys, both lateral & cardinal shall be passed on their correct sides seaward of Brazil Buoy, unless otherwise specified in the course. Boats may ignore this if by doing so they keep clear of commercial traffic which presents a clear & present hazard AND do not gain any competitive advantage in doing so. Boats must rejoin the channel at the earliest opportunity
- 10 **Marks**
Marks are set out in the course as listed in paragraph 9 above.
In the event that a lead boat ascertains that a mark is not on station its crew will advise the Race Officer who will notify the fleet and make an ad hoc decision as to the remainder of the course
This alters RRS 33, 33 & 34.
- 11 **Obstructions**
Angler's fishing lines shall be deemed to be and treated as an obstruction (in accordance with RRS 18 & 19).
- 12 **Start Line**
The Starting Line shall be either a transit line extending across the river and defined between the apex of the orange triangle mounted on the Flagstaff at the Brunswick lock house and the apex of an orange triangle mounted on the handrail adjacent the River Mersey, or from a committee boat as indicated by the flying of the Club burgee, and announcement of a transit by VHF Ch 37.
- 13 **Start Procedure**
- 13.1 The starting procedure shall be in accordance with RRS 26; unless the Race Officer adopts procedure B described in 13.4 below; the use of this procedure will be stated by VHF on CH 37.
This changes RRS 26.
- 13.2 **Races shall be started by using the following signals.** Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Minutes before Start	Procedure B	Visual signal	Sound Signal	Meaning
5	5	Class Flag	One	Warning
4	2	P,I,Z,Z with I, or black flag	One	Preparatory signal engines off
1	1	Preparatory removed	One long	One minute
0	0	Class Flag removed	One	Start

- 13.3 **The warning signal for each succeeding class** shall be made with or after the starting signal of the preceding class.
- 13.4 **If Procedure B is adopted**, engines may be used up to the 2 minute signal, the Race Officer shall inform the fleet prior to the warning signal AND by flying code flag B. This is an amendment to RRS 26.
The Race Officer shall give a radio countdown to the 5-minute gun and may give a radio count down to other signals.
- 13.5 **When the AP flag is flown** a postponement will be announced in accordance with RRS 27.3
- 13.6 **Late Start Time**
A yacht shall not start later than 10 minutes after the start time for her class. The Race Officer may exercise his discretion in respect of this rule.
- 13.7 **Individual Recalls]**
The individual recall shall be in accordance with RRS 29.1. The Race Officer shall also endeavour to recall any premature starter by radio.
- 13.8 **General Recalls**
The general recall shall be in accordance with RRS 29.2. The Race Officer shall also endeavour to recall the fleet by radio.
- 13.9 **After a premature start,**
A yacht must make every effort to re cross the line and will be released by the Race Officer only after the last boat in her class has started, then at the discretion of the Race Officer, who may contact the yacht by radio, an alternative penalty may be taken. This is an amendment to RRS 29.
- 13.10 **It is the competitor's responsibility** to come to the start area in adequate time. If a competitor is late to the start area it is at the race Officers discretion whether they delay the start (in accord with RRS 27.3) in such cases.
- 14.0 **Shortening or Changing Courses**
Shortening / Changing a course shall be in accordance with RRS 32 & 33. The Race Officer shall announce by VHF channel 37 the last mark of the course and the direction to which it must be passed; the class will then proceed to the finishing line, which must be crossed from the direction of the last mark.
- 14.1 **Missing Marks**
A yacht finding that a mark has moved or is not in place shall report to the Race Officer who will then make an ad hoc decision so as to complete a club race wherever possible. This alters RRS 34
- 15 **Touching a Mark**
A Yacht shall exonerate herself in accordance with RRS 31. *(NB – This is a 360 turn)*
- 16 **Finishing**
- 16.1 **Finishing Line**
Unless otherwise specified, races will finish at the LYC Finishing Line, which is defined as a transit line extending across the river, between the apex of an orange triangle mounted on the flagstaff at the Brunswick lock house and the apex of an orange triangle mounted on the handrail adjacent to the River Mersey.
Yachts must cross the line from the direction of the last mark.
Yachts must finish outside the commercial shipping channel which is indicated by the Pluckington Cardinal buoy.
Skippers are required to pay particular attention to the sandbanks extending from the Brunswick lock entrance towards Pluckington Buoy
Races started from and finishing in a direction described by the race officer aboard the Committee boat shall finish as directed by the Race Officer.

Long Races: competitors must expect additional instructions

16.2 **Time Limit**

For all inshore races any boat not finishing **half an hour before the last lock** as designated by the marina authority will be classified as DNF.

This changes RRS 35

16.3 **Retiring:**

Boats retiring must radio the Race Officer.

17 **Scoring**

17.1 **Points**

The scoring of series will be in accordance with the RYA short series scoring system. (i.e. 1st = 1, 2nd = 2, 3rd = 3, 4th = 4 etc)

RTD (retired) = Number of starters in that race plus one

DNF (did not finish) = Number of starters in that race plus one

DNS/DSQ (did not start / Disqualified) = Number of starters in biggest race in series plus two

17.2 **Races to Count**

Number in series Number to count

1	All
2	All
3	All
4	All
5	4
6	4
7	5
8	5
9	6
10	7
11	8
12	9
13	9
14	10

18 **Penalties**

18.1 The 720 turns penalty as provided in RRS 44 will apply

18.2 After a premature start. See paragraph 13.9 above.

18.3 The Exoneration Penalty under RYA Arbitration 13.3 shall be a scoring penalty of 30% of the number of boats or a minimum of 2 points.

19 **Protest & Redress**

19.1 **Race Officer Protests**

For the avoidance of doubt, the Race Officer may, on behalf of the Club, declare a vessel to be a non-starter if, in his opinion, any Sailing Instruction has been breached. Thereafter the protest committee shall deal with the matter

19.2 **Competitor Protest**

In the event of an intention to protest, the protesting boat shall use the radio on VHF Channel 37 to advise the other competitor and the Race Officer; wherever possible this is additional to RRS 61 which is amended.

This is an amendment to RRS 61

19.3 **Competitor Protest forms**

Any protest shall be in writing and be lodged with the Race Officer, with a deposit of £10 which will be refunded if the protest is not deemed trivial, within TWO HOURS of coming ashore on completion of racing on the day on which the incident took place.

The race Officer has a Protest Form available.

19.4 **RYA arbitration.**

When a protest or request for redress is lodged, a boat may at the same time request RYA arbitration. If the parties and an arbitrator agree that RYA Arbitration is suitable, usually because the issue appears not to be complex and witnesses may not be essential, the arbitrator will call a hearing conforming to section B of part 5 of the Racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept the penalty and, if accepted, the protesting boat will withdraw the protest, changing rule 63.1. Rule 66 will not apply to the arbitration decision.

When there is not an agreement to use the RYA Arbitration or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. A boat may accept an Exoneration Penalty, or retire, at any time before the start of the protest hearing. When redress is offered and accepted at RYA Arbitration, the race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

20 **Safety**

20.1 **Locking Procedures**

All yachts entering the Brunswick lock shall do so at the discretion of the lock operator. Any person or yacht infringing the requirements as laid down by the marina operator or the instructions of the lock operator may, at the discretion of the Race Committee, be ranked as a non-starter. This applies equally to boats using the last lock after a race see paragraph 16.2

20.2 **Lifejackets**

When flag Y is displayed ashore or on the committee boat, rule 40 applies at all times while afloat. This changes the RRS Part 4 preamble & RRS 40
The Harbour Authority states that the Club must require the wearing of life jackets; which are therefore mandatory.

20.3 **Class flags**

Each boat shall fly the appropriate class flag.

20.4 **Mersey Estuary**

Members and visitors race in, or cruise from, the river estuary where there are strong tides and where access is constrained by the physical limitations of the Marina lock. It is therefore possible that the crew of a yacht taking part in one of the Club's races, or cruising from the Marina, may have to fend for themselves in heavy conditions on the Mersey for at least eight hours while the lock is unavailable. The Club wishes to ensure so far as is possible that boats participating in its activities are of an appropriate type, and appropriately equipped to meet such conditions. Legal responsibility is disclaimed.

20.5 **Dangers**

Members are reminded by the RYA that there is always an element of danger in yacht racing and the ideas, rules, regulations and schemes that exist specifically for racing yachts are aimed at making a yacht more safe or at the very least help a skipper to become more aware of a yacht's limitations.

20.6 **Yacht & Crew Safety Disclaimer of Liability**

Competitors participate entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race.

20.7 **RYA Risk Statement:**

Rule 4 of the 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 sufficient in 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]; and that their boat is adequately insured,

20.8 **ISAF Offshore Special Regulations**
Yachts shall comply with the current 'ISAF Offshore Racing Committee Special Regulations Governing Category 4 Races', unless otherwise stated.
Category 3 may be applied for offshore races.

20.9 **RNLI Sea Check – Advisory**
It is further recommended that all boats, including racing yachts, cruising yachts and powerboats, obtain RNLI Advice Onboard. This is available through the Club at no charge. This covers the safety equipment carried on board.

20.10 **Personal Safety**
RRS 1.2, & 40 shall apply.

21 **EQUIPMENT**
All yachts shall carry the following equipment in proper working order and in a readily accessible position: -

21.1 **A VHF radio**
A radio capable of transmitting and receiving over a range of 10NM on, at least, Channel 16 and Channel 37. Where the aerial is dependent upon the yacht's spars, a spare aerial suitable for use if the yacht has been dismasted shall be carried.

21.2 **Warps and fenders** adequate to ensure that the yacht can be properly moored in the Brunswick lock, in the event of an approach to a full lock in heavy weather

21.3 **Distinguishing Numbers**
These are mandatory

21.4 **Under exceptional circumstances**, the race Committee may permit a yacht to use sails carrying a distinguishing number other than that required by RRS77
This changes that rule.

21.5 **Jack Stays**
Jackstays shall be attached in a visible position for the length of the deck on port and starboard for

all events of a distance greater than sixteen nautical miles or under racing signal “Y”.

22 **Adverse Weather**

The Race Officer must, before the start of a race, be aware of current wind speed at the lock. If actual or forecast winds available from Liverpool Coastguard during the course of the race, are in excess of 30 knots, then the race may be postponed in the interest of safety. In the event of poor visibility, then the Race Officer may cancel or postpone the race. For the guidance of Race Officers a second opinion may be sought from The Vice Commodore or Sailing Captain or Race manager.’

23 **Emergency Propulsion**

In line with RRS 42.3 (i), in order to avoid a hazardous situation or collision, propulsion using an engine or any other method is permitted, providing the boat does not gain any significant advantage in the race. A boat must inform the Race Officer at the earliest opportunity of any action taken. The Race Officer may impose a penalty.

RRS 42.3 (i) reads “sailing instructions may, in stated circumstances...permit...using an engine.

24.0 It is the sole responsibility of the owner to have his yacht insured against loss or damage (minimum £2,000,000 Third Party Indemnity) during all races

24.1 **Damage**

In the event of a yacht being damaged whilst sailing and becoming unfit to compete in later races in a series, at the discretion of the Race Committee, a substitute may be allowed to complete the series.

Under RRS 67 any damages payable are a matter for the courts.

25.0 **RACE OFFICER DUTIES**

25.1 **Regular Competitors are expected to undertake this duty:**

25.2 **Loss of race opportunity**

If a yacht is unable to race due to commitments as Race Officer Team, then, at the discretion of the Race Committee, average points obtained by that yacht in the series will be awarded. Average points are obtained by calculating the total number of points allocated for each race: this total includes points allocated in respect of all D.N.S, D.N.F. and D.S.Q. categories. This figure is divided by the number of races available in the series, excluding the race allocated for the race duty, to provide an average points allocation which therefore can alter as the series progresses

Absence of Race Officer

Unless the Race Officer and at least two of his/her team are on station at least 15 minutes before the scheduled start of the race, the Race Officer or in his absence, the Race Manager, may cancel the race.

25.6 **Race manager**

A member of the race Control team may act as Manager in an advisory capacity to the Race Officer.

25.7 **Race Team**

The Race Officer must be a Full Member of LYC as defined in paragraph 2.1 above, as should their team members.

26.0 **Race Committee –RRS 89(2)(B)**

The Race Committee comprises:

The Race Officer

The Race Manager of the Month

The Chair of the LYC Sailing Committee

The Racing Captain

Class captains if appointed

If the Chair of the Sailing Committee or the Racing Captain are unavailable they appoint alternate members of the Sailing Committee in their place.

27

Further In formation

For further information please contact LYC / TSC race captain whose details are in the diary

INDEX NOT FORMING PART OF THE SAILING INSTRUCTIONS

PARA	
1	RULES
2	SIGNALS NOTICES TO COMPETITORS & VHF
3	ELIGIBILITY & HANDICAPS
4	ENTRY & SAFETY FORMS
5	SCHEDULE OF INDIVIDUAL RACES
6	STARTING TIMES
7	PRIOR TO STARTING
8	RACING AREA
9	COURSES
10	MARKS
11	OBSTRUCTIONS
12	START LINE
13	START PROCEDURE
14	SHORTENING / CHANGING COURSE – MISSING MARKS
15	TOUCHING A MARK
16	FINISHING & TIME LIMIT
17	SCORING
18	PENALTIES
19	PROTEST & REDRESS
20	SAFETY - -RISK STATEMENT
21	EQUIPMENT
22	ADVERSE WEATHER
23	EMERGENCY PROPULSION
24	INSURANCE / DAMAGE
25	RACE DUTIES
26	RACE COMMITTEE
27	FURTHER INFORMATION