

GENERAL SAILING INSTRUCTIONS FOR RACING AT GOUROCK

1. RULES

Races will be governed by World Sailing Racing Rules of Sailing (RRS), the RYA Prescriptions thereto, the relevant appendices, individual Class Rules, and these Sailing Instructions.

2. NOTICES & AMENDMENTS

Any notices to competitors or amendments to these instructions will be posted on the Main Notice Board, and on the Club Website.

3. CLASSES

Classes will be as per the relevant instructions for each Series or Event.

Handicap Yacht Classes will be sailed under the Clyde Yacht Clubs Association, (CYCA), Handicap system. On the KGV Challenge Cup day, an IRC Handicap class will be available. Yachts racing in the Handicap Yachts Restricted Sail are not permitted to use spinnakers or other sails that do not meet the definitions in RRS 55.4. Only one headsail may be set except as permitted by RRS 55.1, or where the yacht's declared rig has more than one headsail, (e.g. cutter).

4. MEASUREMENT CERTIFICATES

All Handicap Yachts must have a valid CYCA Handicap, issued individually to that yacht, and its current owner. Application to the CYCA office may result in a temporary Handicap being issued. This will remain in force, subject to review, until the Handicap Committee awards an appropriate Handicap. Class Measurement or Handicap Certificates may have to be produced.

5. STARTING SYSTEM

RRS 26 will apply. The Warning Signal will be 5 minutes before the Starting Signal.

6. SOUND & VISUAL SIGNALS

Sound signals will be by means of a klaxon.

Coloured lights, positioned along the top of the Race Platform rail, will now REPLACE the IC Flag boards as CLASS WARNING SIGNALS, and the PREPARATORY SIGNAL.

CLASS WARNING SIGNALS will be RED, WHITE, GREEN or BLUE, as specified in the Sailing Instructions for individual events.

The PREPARATORY SIGNAL will be a YELLOW LIGHT.

IC Flag boards will still be used in certain circumstances,
"AP" postponement. IC Flag "S" shorten course. "1st Substitute" general recall.
IC Flags "N", "H", "A", "V", & "Y" will be utilised as necessary and appropriate.
Should IC Flag "V" be displayed, monitor VHF Channel 37/M.

7. INDIVIDUAL & GENERAL RECALL

In alteration to RRS 29.1, IC Flag "X" is replaced by re-illumination of the Class light. Following a General Recall, a Black Board will be the Preparatory signal.

8. COURSES

These will come from the Standard Course Tables, unless an alternative is specified in the Instructions for a particular Event. The number/letter of the Course to be sailed, white on a black background, will be displayed on the Race Platform railings, below the light boxes. Should the Course be shortened, the light(s) of the Class(es) involved will be illuminated.

9. STARTING LINE

This will be between the Orange Pole on the Race Platform, and an outer inflatable mark "Z" or "z". If the inflatable mark has not been laid, then the Start Line will be between the Orange Pole and the seasonally laid Race Mark "E" or "e". In this eventuality, a board with letter E will be displayed in conjunction with the Course number.

10. FINISHING LINE

This will be between the Orange Pole on the Race Platform, and the seasonally laid Race Mark "E" or "e".

11. LATE ARRIVAL

In accordance with RRS 42.3(i), any yacht arriving late in the vicinity of the Starting Line, may remain under power or tow after the Preparatory Signal for her Class, provided that, after stopping her engine or casting off her tow, she carries out two full 360 turns on the pre start side of the line, or its extensions. Whilst doing so she must keep clear of any other yachts.

12. PENALTIES FOR BREAKING RULES OF PART 2

In alteration to RRS 44 the penalty is reduced to ONE Turn.

13. LONE YACHT

A yacht appearing at a start, alone in her Class, will be permitted to race, and the Race for that Class will be counted in that Series.

14. KEEPING CLEAR

Yachts shall keep clear of the Starting Line when other Classes are manoeuvring for their starts, and after finishing shall ensure that yachts still racing are not hampered.

15. TIME LIMIT

In alteration to RRS35:-

If at least one yacht in a Class has completed one or more rounds before the 'Fixed Time Limit', where an 'Extension' is specified for that Class, the Time Limit will be extended by the specified time, for all yachts in that Class. If the Race Officer considers that yachts are still racing at that 'Fixed Time Limit', two sound signals shall be made, and the Class(es) light(s) illuminated. At the expiry of the 'Extension', if yachts are considered to still be racing, two sound signals shall be made, and all lights extinguished.

If by the 'Fixed Time Limit', no yacht in a Class has finished, but at least one yacht has completed one or more rounds of the Course, results will be taken from their positions at the last completed round, without regard to subsequent events.

If by the 'Fixed Time Limit', no yacht in a Class has completed one round, then the race for that Class will be deemed abandoned.

16. POINTS SYSTEM

RRS Appendix A4 and RRS Appendix A5.3 will apply.

17. SAFETY & INSURANCE

Attention is drawn to RRS 1.2 Fundamental Rules, and the recommendations made in individual Class Rules.

It is a condition of entry and participation in any Series or Race Event that Third Party Insurance is carried to an amount of not less than £3,000,000.

18. PROTESTS

In alteration to RRS 61.3, protests shall be lodged with the Race Committee within 60 minutes of coming ashore from a race or series of races. A hearing will be convened as soon as possible thereafter, or on another date and time mutually agreed by the parties to the protest.

19. PEELPORTS (CLYDEPORT) OPERATIONS LIMITED (COL) RESTRICTIONS

NARROW CHANNELS Attention is drawn to the International Regulations for the Prevention of Collision at Sea, 1972. Particular notice should be taken of Rule 9b which states 'a vessel of less than 20 metres in length, or a sailing vessel, shall not impede the passage of a vessel which can safely navigate only within a Narrow Channel or Fairway'. The Course Chart and Key to Racing Marks shows the 'Recommended Channels', marked as dotted lines. Whilst racing or on passage in the Firth of Clyde north of Cumbrae Head, yachts must regard any such 'Recommended Channels' as a 'Narrow Channel', within the meaning of the IRPCS 9b.

Peelports (Clydeport) Operations Limited has also decreed that any waters of the Firth of Clyde where vessels, by virtue of their size, draft, speed or proximity to land,

hazards and other vessels, are unable to manoeuvre freely, must be regarded as a 'Narrow Channel'. This also applies to the waters of the Kings Harbour. Clydeport Operations Limited waters are to the South and West, and Kings Harbour waters are to the North, of a line from Rosneath Point to a point approximately halfway between Craigendoran Pier and Ardmore Head, (Admiralty Chart 1994 refers). Whilst racing, any yacht which is unable, for reasons of lack of wind or other cause, to sail clear of a large power driven vessel, shall start her engine and/or paddle, in order to clear, and shall thereafter report full details to the Race Committee. Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100 metres of any Ferry Terminal. Particular regard shall be paid to this when in the vicinity of the Calmac and Western Ferries facilities at Gourrock, Dunoon, McInroys Point and Hunters Quay.

20. LIABILITY

Rule 3 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 inherently involves an element of risk. By taking part in an 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, while taking part in an 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 events, and they are fit to participate;
- (e) The provision of a Race Management team, Patrol Boats and other Officials and volunteers by the Event 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;

It is a condition of racing at RGYC, that all participants are made aware of the foregoing.

21. COMMUNICATIONS

RRS 41 applies. When racing, no voice or data transmission shall be made or received, except in an emergency.

22. RETIRALS

Helmsmen of yachts that retire are asked to inform the Race Officer by telephoning 01475 632983, or reporting immediately on coming ashore.