

# THE RNSYC STANDARD SAILING INSTRUCTIONS

*This document covers all regular club racing at the RNSYC. It may be amended or changed for special events by the Notice of Race, or a special publication or at a special briefing before the race or event.*

## 1.0 HARBOUR NAVIGATION

### 1.1 Communication & Light Signals

- 1.1.1 It is recommended that all boats should carry VHF radios for communicating with the "Lowestoft Harbour Control" on channel 14 and / or for emergency use. Users are reminded that VHF **SRC** licenses are required.
- 1.1.2 International Port Traffic [**IP**T] signal lights are located at the exit from the Marina and on the South Pier head and consist of three lights on a vertical mast :-  
**Red over Red over Red** = Boats shall not proceed further nor obstruct the passage of other vessels.  
**Green over White over Green** = A boat may proceed only when she has also received specific orders to do so from Lowestoft Harbour Control.

### 1.2 Leaving the Marina and Entering or Leaving Harbour

- 1.2.1 Boats shall keep clear of commercial shipping at all times.
- 1.2.2 Boats are requested to keep as far as possible to the south side of the outer harbour when in transit.
- 1.2.3 Observation of the International Regulations for Preventing Collisions at Sea is required at all times.
- 1.2.3 Boats shall obey the IPT signal lights, unless directed otherwise by a support boat.
- 1.2.4 The Race Officer may issue specific orders to cover the fleet and / or may provide support cover. Any such support cover if provided will communicate with Lowestoft Harbour Control on behalf of all the boats.

### 1.3 Boats without VHF radios

- 1.3.1 For small craft and boats without VHF communication the **Green over White over Green** signal lights alone may be considered as permission to proceed but with EXTREME CAUTION.
- 1.3.2 Boats should never proceed against a **Red over Red over Red** signal lights, unless directed to do so by a support boat in the immediate vicinity.

## 2.0 GENERAL RULES

### 2.1 Governing Rules & Definitions

- 2.1.1 Racing will be governed (in order of precedence) by; the Racing Rules of Sailing [**RRS**]; the rules of the Royal Yachting Association [**RYA**]; these Sailing Instructions [**SI**]; by the rules of the appropriate classes (which could have been

changed by these SI ); and by any specific rules for a particular event.

- 2.1.2 Advertising will be restricted to Category A.
- 2.1.3 The organising authority [**OA**] of racing at the RNSYC includes everyone helping to run races and events, and include the race committee, race officer [**RO**], race committee boat [**RCB**], support boats & beach master.

### 2.2 Safety Instructions

- 2.2.1 All boats are entirely responsible for their own safety at all times, whether afloat or ashore, and nothing in this document, or anywhere else, reduces this responsibility.
- 2.2.2 Keelboats shall carry a suitable towline, compass, anchor and anchor line.
- 2.2.3 All boats shall carry adequate personal floatation devices for all persons on board. Wet suits and dry suits are not considered adequate personal buoyancy.
- 2.2.4 If the RNSYC signal mast or the RCB is flying IC flag **Y**, it is mandatory for personal buoyancy to be worn.
- 2.2.5 Any boat requesting assistance, or deemed to be in need of assistance by the RO, shall obey the instructions of the support boat crew at all times.
- 2.2.6 Boats to be lifted shall have certified lifting equipment. This equipment may be inspected by the OA.

### 2.3 Safety Advice

- 2.3.1 For emergency or safety use, all boats should carry some means of attracting attention both visually (flares, flags, etc) and audibly (VHF radio, whistle, air horn, etc).
- 2.3.2 Each competing dinghy is strongly advised to carry a suitable towline, compass, anchor and anchor line.
- 2.3.3 All boats shall keep a good lookout for and be aware of swimmers, bathers and other water users in the vicinity of the beach; and shall have due regard for their safety at all times.
- 2.3.4 Every person is strongly encouraged to wear adequate personal buoyancy at all times while afloat.

### 2.4 Entries

- 2.4.1 A boat which crosses the starting line after the starting signal shall be considered a starter and in so doing declares that it complies with all the requirements of this document.
- 2.4.2 Two or more boats shall start for any race to be considered valid
- 2.4.3 By launching or going to sea, the boat confirms that it is fit to sail in the prevailing conditions and that it has all the required safety equipment on board, properly maintained, securely stowed and in date
- 2.4.4 Nothing done by the OA reduces the responsibility of the boat nor will it make the OA responsible for any loss, damage, death or personal injury; however it may have occurred, as a result of the boat taking part in the racing.
- 2.4.5 The fact that the OA may inspect a boat and / or equipment does not reduce the responsibilities of the boat but, if deemed un-seaworthy by the OA, may result in the boat being prohibited from launching / racing.

- 2.4.6 The boat is required to hold valid and adequate insurance and in particular to hold insurance against third party claims in the sum of at least **Three** million Pounds Sterling (£3,000,000 ).

### 2.5 Notices to Competitors and Change(s) to SI

- 2.5.1 Notices to competitors will be displayed on the Official Notice Board located in the Sun Lounge.
- 2.5.2 Any change to the SI, not previously published, will be displayed at least two hours before it takes effect.

### 2.6 Flag signals made ashore

- 2.6.1 Signals made ashore will be displayed from the signal mast in front of the Sun Lounge.
- 2.6.2 Flag signals will be accompanied by appropriate sound signals.
- 2.6.3 Signals which may be made include instructions that:-
  - a) Racing will take place north of the harbour (**black cone (point up) over a black ball**)
  - b) Reefing is mandatory for the **BOD** class. (See class rules for details of the signal combinations)
  - c) Racing is postponed (IC flag **AP**). (a numeral pennant may fly under to indicate length of delay in hours)
  - d) Personal buoyancy must be worn at all times while afloat (IC flag **Y**).
  - e) Warning that a notice to competitors has been posted (IC flag **L**).
- 2.6.4 Note that racing will take place south of the harbour unless 2.6.3a applies.

### 2.7 Abandoning or Shortening the Race

- 2.7.1 The race may be abandoned or shortened at the RO's discretion at any time. This changes RRS Rule 32.
- 2.7.2 The RCB or any support boat may signal the abandonment or shortened course at any mark.

### 2.8. Racing Areas and Type of Course

- 2.8.1 These will be as described in the appendix diagrams which are an integral part of this document.
- 2.8.2 Boats are prohibited from racing on the shore side of an imaginary line connecting the seaward ends of adjacent groynes; or from a pier to the nearest groyne. As per RRS 18.5, the racing area will thus be restricted.

### 2.9 The Course

- 2.9.1 The course for each class will normally be displayed:-
  - a) On a course board on the RCB, or
  - b) On a blackboard mounted on the RCB, or
  - c) As per SI 2.5 above.
- 2.9.2 The RO will give oral instructions to each boat if flying IC flag **L** (come within hailing distance).
- 2.9.3 Club marks will normally be laid in previously designated positions but some may be laid slightly out of position at the discretion of the RO. Not all the club marks will necessarily be laid.

## 2.10 Marks for Club Courses

- 2.10.1 Marks will be Navigational Buoys as shown on Admiralty Charts and/or additional marks laid by the Club.
- 2.10.2 These additional marks could be orange cylindrical or tetrahedral buoys, dhan buoys or spherical yellow buoys.
- 2.10.3 All marks will be given a reference number (navigation buoys) or a letter (club marks) on the documentation but will not be so marked when deployed. Any substitute marks may not be the same size, colour or shape.

## 2.11 The Start

- 2.11.1 Start signal flags will be as per RRS = 5 : 4 : 1 : start.
- 2.11.2 The start line will be between a mast displaying an **orange** flag on an RCB and either an adjacent mark or a dhan buoy flying an **orange** flag. The RO may elect to set an inner distance mark [IDM]. Boats shall not pass between the IDM and the RCB after the Preparatory signal is flown. Offenders will be deemed to be OCS.
- 2.11.3 Boats whose First Preparatory signal has not been made shall avoid the starting area.
- 2.11.4 The signal for an individual recall, RRS 29.1 is hereby changed. Instead of displaying IC flag **X** the class flag will be re-hoisted to the dip position. It will be lowered either when all recalled boats have started correctly or following a maximum period of four minutes after the start signal.
- 2.11.5 Boats intending to race are reminded that the IPT signals are frequently operated for commercial and pleasure traffic and that arriving at the starting area in time to start in any race is their responsibility.

## 2.12 Change of Course after the Start

- 2.12.1 An RCB or a support boat will be stationed near the mark at the beginning of the leg to be changed. It will make repetitive sound signals and show IC Flag **C** as the fleet approaches that mark. It may also show a red or a green flag to indicate that a new mark has been laid port or starboard of the original.
- 2.12.2 A blackboard will be displayed showing :-
  - a) a new mark to be sailed to and also indicating whether it will be left to port or starboard. This mark will replace that shown originally on the course board or in the clubhouse, OR
  - b) the compass direction to the next mark which has or will be moved.
- 2.12.3 The remainder of the marks will stay the same unless subsequently changed by the RO. This changes RRS 33.

## 2.13 The Finish

- 2.13.1 The normal finishing line will be between a mast displaying a **blue** flag on the RCB or support boat and either an adjacent mark or a dhan buoy.
- 2.13.2 At the discretion of the RO, any support boat may be asked to finish a race at any mark using sound signals **alone**. This boat may or may not be anchored.

## 2.14 Time Limit

- 2.14.1 There will be a time limit of 3 hours for finishing any race unless otherwise allowed by the RO. The race will be valid for all boats finishing within time limit. This changes RRS 35.
- 2.14.2 If the first mark has not been rounded within 1 hour after the start signal, the RO may abandon the race.
- 2.14.3 For class racing, if the first boat has finished within the time limit specified in 2.14.1, the race will be valid for all boats finishing up to 30 minutes after that boat.

## 2.15 Protests

- 2.15.1 Protests shall be written on forms available at the RNSYC office. This changes RRS 61
- 2.15.2 Protests shall be lodged with the OA within 2 hours of the last boat finishing.

## 2.16 Scoring

- 2.16.1 The Low Points scoring system in accordance with RRS Appendix A4 will normally be used.
- 2.16.2 Individual classes may decide the scoring system to be used in their own series.
- 2.16.3 Mixed class races (Allcomers) may be scored by calculating elapsed time for each competing boat and then applying the individual Portsmouth Yardstick handicap rating to determine the finishing position.

## 2.17 Radio Communication

- 2.17.1 Except as specified in this document, a boat shall neither make radio transmissions whilst racing nor receive radio communications. This restriction also applies to Mobile Telephones.
- 2.17.2 For special circumstances, and if the RO agrees prior to leaving harbour, this rule may be varied.

## 3.0 PENALTIES

- 3.1 Contravention of any these SI may be reported to the OA and, if supported by a protest in accordance with SI 2.15.1, could lead to disqualification from the race or series in which the boat is competing.
- 3.2 In particular, boats failing to : obey the IPT signal lights : heed Lowestoft Harbour Control advice : respond to specific instructions from a support boat : comply with SI 2.2, may be reported to the OA for further sanctions.
- 3.3 Any boat failing to obey the instructions of Lowestoft Harbour Control or the IPT signals may be liable to prosecution by the Harbour Master.

## 4.0 SUPPLEMENTARY NOTES

### 4.1 The COURSE BOARD [CB] - GENERAL

- 4.1.1 The course board is designed to be read in VERTICAL lines, from the top.
- 4.1.2 The top space in each column should ONLY ever be used for the class flag.
- 4.1.3 Nothing in the top space means that the column is a continuation of the one preceding it to the left.

- 4.1.4 A white letter or number on a green background = leave to starboard
- 4.1.5 A white letter or number on a red background, with a yellow corner = leave to port.

- 4.1.6 A white letter or number on a black background is an instruction

### 4.2 The CB - USED FOR "CLUB" COURSES

- 4.2.1 The board displays the marks of the course in the order in which they are to be passed.
- 4.2.2 If a (start/finish line) gate is used, a white "G" on a black background will be used in the correct sequence.
- 4.2.3 The last letter or number in the sequence will denote the mark at the finish.
- 4.2.4 The last item on any course should indicate the number of rounds to be sailed, (x n).

### 4.3 The CB - USED FOR WINDWARD / LEEWARD or OLYMPIC COURSES

- 4.3.1 The class flag will be at the top and the board gives the following information in order :-
- 4.3.2 The **second** letter denotes the configuration of the course  
**W** = Windward/Leeward, or **T** = Triangle, or **O** = Olympic (triangle, sausage, etc, etc)
- 4.3.3 The **third** letter indicates the length of the windward leg,  
**L** = Long, or **S** = Short
- 4.3.4 The **fourth** letter instructs whether boats must cross the start line on every windward leg [G = GATE]
- 4.3.5 The **fifth** letter shows how many rounds are to be sailed, [x n]

### 4.4 THE COURSE ON A BLACKBOARD

- 4.4.1 If a blackboard is used, it should be set out in a similar manner to the normal course board.
- 4.4.2 Class flags will be substituted with the class name in words.
- 4.4.3 Direction of mark rounding will be denoted by (**P**) or (**S**) written behind the mark letter/number.

### 4.5 PATHFINDING PROCEDURES

- 4.5.1 The RO may provide a pathfinder boat [**PFB**] to lead the fleet on the correct course or part of the course. This provision does not relieve any boat from the responsibility of knowing the correct course to be sailed.
- 4.5.2 The PFB should fly the IC flag **L** (Follow me), OR IC flag **H** (I have a pilot on board), OR the club burgee, at all times while pathfinding.
- 4.5.3 If the pathfinding is discontinued, the PFB should make an interrupted sound signal, lower the flag and then alter course about 90 deg (to Port or Stbd) for several seconds before proceeding to other duties.
- 4.5.4 If pathfinding is resumed or implemented, the PFB should proceed (at about 90 deg to the lay line) across the bow of the leading boat at a safe distance, make an interrupted sound signal while breaking out / hoisting the flag and turn onto the course to the next mark.
- 4.5.5 If the PFB is exchanged, the above procedures can be followed.
- 4.5.6 A further option for the PFB is to circle each mark, in the same direction which the competing boats should, before proceeding to the next mark.