

PEYC Sailing Instructions - Aug 2020

Issued by the PEYC Sailing Secretary in Aug 2020 to replace all previous issues.

PEYC Covid-19 Response:

Following the relaxation in outdoor sport restrictions, PEYC has a limited racing program from Aug 2020. PEYC shall comply with Scottish Government regulations and RYA (Scotland) guidance to minimise the risks posed by Covid-19 and shall record participants' details for 'Track & Trace' requirements. Competitors & race officials shall comply with Covid-19 guidelines and social distancing ashore, including travelling to & from Port Edgar, and should be aware of the advice in 'RYA Sailing and Racing in Mixed Household (Scotland)' on the RYA(S) website. Persons shall not compete if they have, or if they have been in contact with anyone with, symptoms of Covid-19 in the past 14 days.

Section 1: General

1.1 Rules

Racing at PEYC will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the RYA and the rules of the appropriate classes, except as any are changed by these sailing instructions. The Exoneration Penalty, RYA Arbitration and Advisory Hearing of the RYA Rules Disputes Procedures are available.

1.2 Risk Statement

Rule 4 of the Racing Rules of Sailing states: 'The responsibility for a boat's decision to participate in a race or continue racing is hers alone'. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. Competitors are referred to the Risk Statement in the **PEYC Notice of Race - Aug 2020**.

1.3 Entries

For each race, a boat's skipper must inform the Race Officer at the Main Pier Race Box of their intention to race, either directly, on VHF Chan 77 or on PEYC mobile No. 07942 234536. Yacht skippers must submit an on-line crew list declaration of names & contact phone numbers for 'Track & Trace' requirements. By entering, a skipper undertakes to abide by the Racing Rules of Sailing & these Sailing Instructions and acknowledges that they have third party insurance liability coverage of at least £2,000,000.

1.4 Construction & Equipment Standards

- (a) Dinghy sailors must wear personal buoyancy while racing. This amends RRS40
- (b) Yacht sailors must wear a correctly fitted lifejacket or buoyancy aid, complying with the relevant EN standard, if International Code (IC) flag Y is displayed before the class warning signal, as per RRS40. At other times the RYA recommends that **'you wear a lifejacket or buoyancy aid unless you are sure you don't need to'**.
- (c) Yachts must comply with the current Forth Yacht Clubs Association (FYCA) Construction & Equipment Regulations (available on the FYCA web site at: www.fyca.org.uk) and may be subject to inspection as directed by the PEYC Sailing Committee.
- (d) Yachts must be equipped with an engine capable of manoeuvring them out of the shipping channels. Individual exemption from this may be granted on application to the Sailing Committee.
- (e) Yachts must be equipped with a marine band radio, with channels 16, 37, 71 and 77, which must be switched on with dual-watch on channels 16 and 77 while racing.
- (f) Replica parts for Single Manufacturer One Design (SMOD) boats such as spars, foils, sails, etc, may be used for club racing provided these are not designed or marketed to offer a performance advantage.

1.5 Restricted Sail Option for Yachts

- (a) Yachts may request to use a Restricted set of Sails (RS - defined as no spinnaker or cruising chute, and no additional headsails than used to windward to be set at any time). This provision is intended for yachts not equipped with a spinnaker, and for crews considered by the Race Committee to be 'less experienced', 'less capable' or 'short handed', the latter defined as 60% or less of the yacht's full crew except that two crew are permitted on 3-crew rated designs. The RS provision will not be granted if, due to the course or weather conditions, no yachts are able to fly spinnakers.
- (b) To request the RS provision, a yacht must contact the Race Committee on VHF channel 77, justifying the request, on the race day at least 15 minutes before its class warning signal is displayed. To be valid, the Race Committee must have confirmed their agreement before its class warning signal. It is at the absolute discretion of the Race Committee whether to accept an RS request or not on any particular day.
- (c) A yacht permitted to use the RS provision shall display a white pennant or flag on the backstay or other prominent position, from its class warning signal until it finishes.

- (d) A yacht permitted to use the RS provision shall receive a +4% handicap adjustment. All results, both in full and RS configuration, shall be considered in calculating overall series positions.

1.6 Notices to Competitors & Changes in Sailing Instructions

- (a) Notices to competitors will be posted, in the first instance, by group email to all PEYC racing members and followed up with a copy on the official notice board outside the PEYC Clubhouse.
- (b) Any change to the sailing instructions will be posted a minimum of one hour before the scheduled start to which it applies, with IC flag L displayed at the PEYC Clubhouse flagpole and at the start. Any major change to the schedule of races will be posted a minimum of five days before it takes effect. Flag L is only displayed when a change is first posted; thereafter it is the responsibility of competitors to check for changes.
- (c) When there is insufficient time for procedure 1.6(b), AP postponement flag with IC flag L indicates that it is the responsibility of competitors to come within hailing distance of the Race Officer or listen on Channel 77 to receive changes to the Sailing Instructions verbally. The Race Officer will terminate the postponement once satisfied that all competitors have had sufficient opportunity to be informed.

1.7 Racing Area

- (a) The Racing Area is on the River Forth Estuary adjacent to Port Edgar. Boats must keep a minimum distance of 30m from the Hound Point & Braefoot Tanker Terminals and 100m from any tanker berthed there.
- (b) Ships have right of way in the shipping channels, as per the Forth Ports byelaws, and boats racing must not obstruct them. Particular attention must be paid to the restricted channel through the Forth Bridges where ships change course by 40 degrees. Boats reported for obstruction by Forth Ports shall be subject to protest without time limit. This amends SI 1.18.
- (c) As a last resort to avoid obstructing ships, a boat may use her engine or other means of propulsion, without retiring but must report such use to the Race Officer immediately after finishing. A Redress Committee may impose a penalty if advantage is deemed to have been gained. This amends RRS 42 Propulsion.

1.8 Marks

See **PEYC Race Marks - Mar 2020** on the PEYC website. All marks are defined as 'Rounding Marks'.

1.9 Schedule of Races

The schedule of races, classes to race, start times and time limits & extensions, are given in the **PEYC Calendar** on the PEYC website. Main Pier starts are shown as 'P'.

1.10 Classes, Class Flags and Main Pier Light Signals

(a) Yacht Classes

Yachts shall race in a single class with results calculated on FYCA Baseline PY Handicaps. Crew numbers are restricted as follows to reduce Covid-19 risks:

Yachts <25 ft LOA: 3 crew max
Yachts 25-32 ft LOA: 4 crew max
Yachts >32 ft LOA: 5 crew max
Combined yacht class signal:..... IC flag R or red + green + yellow lights

(b) Dinghy Classes

Dinghy class signal:.....Blue flag or blue light

1.11 Courses

- (a) Class flag boards & courses will normally be displayed at least 5 minutes before the first class warning signal.
Dinghy: See **PEYC 2020 Dinghy courses** on the PEYC website.
Yacht: Course details broadcast on VHF Chan 77 at least 10 minutes before class warning signal.

1.12 Time Limits & Extensions

RRS35 shall not apply. The time limit for each race is shown in the PEYC 2020 Sailing Calendar. Finish times will be valid for all boats finishing within the time limit. When the first boat finishes within the time limit, finish times will be valid for those boats which finish within the time limit plus the extension period.

1.13 Average Lap Time Races (Dinghies or yachts)

- (a) Boats shall sail one or more laps of the course. The race end will be signalled by IC flag S with the class flag. Each boat will finish as it crosses the line at the end of its current lap. If no class flags are displayed, then IC flag S applies to all classes. Each boat's average lap time shall be calculated by dividing the elapsed time at the finish by the number of laps, then applying its handicap to obtain a corrected average lap time.
- (b) Should a boat have a higher corrected time than one of her competitors with the same or a lesser handicap number, and that boat has completed a greater number of rounds, then the result of that boat may be calculated on the same number of rounds completed by her competitors with the same or a lesser handicap, with the

additional round or rounds being discarded. The decision to do this will be that of the Race Officer, which will be final.

1.14 Hybrid Course Races (Yachts only)

Hybrid courses provide more equitable race durations across a wide handicap range in a combined class.

- (a) All yachts shall sail a short windward-leeward round and a longer multi-mark round. Faster yachts, as determined by the Race Officer, shall repeat the windward-leeward round. The race end will be signalled by IC flag S with the class flag. Each yacht's elapsed time will be its longer multi-mark round time plus its average windward-leeward round time multiplied by 1.5.
- (b) SI 1.12 is altered as follows. There is no requirement for the first yacht to finish within the time limit. Finish times will be valid for all yachts finishing within the time limit plus extension.

1.15 Shorten Course and Wind-back

Shorten Course IC flag S with IC flag W above a group of class flags, accompanied by four sound signals, will indicate that the course has been shortened for these classes and times recorded for the previous lap completed by each boat on average lap courses, or previous round completed by all boats on multi-round races, shall apply. Boats that have completed at least one lap or round shall stop racing, while those still on their first lap or round may continue to complete it until the race time limit plus extension. The Race Officer will normally broadcast the instruction on Channel 77 or use the Safety Boats to inform competitors. Failure to do so will not be regarded as grounds for redress. If there are no class flags under IC flag W, the shorten course & wind-back applies to all classes.

1.16 Propulsion after Preparatory Signal

A boat arriving late for the start may remain under engine, paddles or other means of propulsion after her Preparatory Signal providing that, after ceasing such propulsion & before crossing the Start Line in the direction of the first mark, she completes a two-turn penalty on the pre-start side of the starting line or its extensions, keeping clear of all other boats during this manoeuvre. This amends RRS 42 Propulsion.

1.17 Results System & Rolling Handicaps (RH)

- (a) Race results will be calculated by the Portsmouth Yardstick (PY) system using either RYA YR2/20 PY dinghy handicaps, FYCA Baseline Handicaps (FBH) for yachts or Rolling Handicaps (RH - detailed below), as scheduled in the Race Calendar. If no RYA YR2/20 or FBH data is available, a PEYC Trial Number will be assigned. Each yacht's RH shall be reset to its FBH value at the start of the season.
- (b) The achieved performance of each boat shall be calculated using the RYA YR2 Standard Corrected Time (SCT) for the race, provided that at least two boats contributed to the SCT. The boat's new RH value shall be shifted 12.5% from its current RH towards its achieved performance. 'Slow' performances shall be capped at +5% relative to a boat's nominal handicap for update purposes but no RH change shall be applied until two or more consecutive slow performances occur. 'Fast' performances shall be capped at -5% relative to a boat's nominal handicap for update purposes.

1.18 Protests & Redress Requests

- (a) Protests shall be in writing and should be lodged with the Race Officer or a Sailing Committee member within 60 minutes of the last boat finishing in the class concerned in the last race of the day. Boats are requested to inform the Race Officer of their intention to protest as they finish.
- (b) Parties involved in a protest may agree to use the RYA Arbitration Procedure. After submitting a written protest, one representative from each boat will meet with an RYA qualified arbitrator. No witnesses are allowed. Protests not resolved by the arbitrator will be forwarded to a Protest Committee. A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 shall receive a Scoring Penalty of 20% as calculated in RRS 44.3(c), but not less than three places, provided this does not exceed DNF points. The acceptance of an arbitrator's opinion cannot be grounds for redress or be appealed.
- (c) A request to re-open a protest hearing must be submitted to the Protest Committee Chair or the PEYC Sailing Secretary within 48 hrs of receiving the decision verbally, or in writing if so requested, whichever is later.

Section 2: Main Pier Starts & Finishes

2.1 Signals

Signals will be displayed at the PEYC Race Box and course references, below the associated class flag boards, will be displayed on the frame at the end of the Main Pier of Port Edgar Marina.

When the Main Pier light signal system is in use, the following changes apply:

Preparatory signal shall be a white light. This alters RRS 26

Individual recall shall be a flashing orange light. This alters RRS 29.1

General recall shall be a flashing orange light with class light. This alters RRS 29.2

Shorten course shall be a flashing orange light with class light(s). This alters RRS 32.2

Note: All other signals will be by flags as per RRS Part 3.

2.2 Dinghy Start & Finish

The dinghy start line is a Transit from the Race Box flagstaff through the transit pole, with red & green LED lighting. The outer distance limit is mark F. The finish line is between the Race Box flagstaff and mark F.

2.3 Yacht Start & Finish

The yacht start & finish line is between the Race Box flagstaff and mark W.

Section 8: Scoring, Club Championships & Prize Policy

- 8.1 The RRS Appendix A Low Point scoring system will apply. A boat's series score will be her total of race scores, with worst score(s) discarded as per table below. Races with no finishers shall be removed from a series.

Valid Races in Series:	4-5	6-7	8-9	10-11	12+
Discards:	1	2	3	4	5

- 8.2 Race Officer/Rescue Boat Duties: Boats doing these duties shall be awarded points for that race equal to their average points for all other races, excluding discards, they sail in that series; if there are no finishers in their normal class in that race, no points shall be awarded. Boats raced by Race Officer/Rescue personnel may not compete in that race. Points for a second Race Officer or Rescue duty in a series shall only be credited to the boat with the approval of an independent member of the Sailing Committee, normally the specific fleet co-ordinator. It is presumed that points will be awarded unless it is felt that a competitor volunteered with the intention of gaining an advantage in the series. However, no boat will be allowed to count more races with average points than races it sailed in a series. Furthermore, no dinghy shall be awarded average points in more than half of the valid races in the series minus discards.
- 8.4 The Dinghy championship shall be determined from a competitor's best 20 results, excluding Race Officer/Rescue points, out of the races between the Easter and Winter Series inclusive, where two or more boats compete, excluding sternchases. It will not be necessary to complete any series to be competing in the championship. Two or more competitors leading with the same number of points will share the Championship. Owners changing boats mid-season, but staying in the same fleet, may apply to the Sailing Committee to combine their results.
- 8.6 Where a competitor sails a dinghy, that has a choice of rig sizes and associated handicaps, they may mix rig sizes and combine results for any series provided that they enter all races in the series using the handicap of the largest rig they intend to use for that series. It is the competitor's responsibility to ensure that the Race Officer is aware of which results database entry is to be used when calculating results for each race.

Jim Scott - PEYC Sailing Secretary