

SYC GENERAL KEELBOAT SAILING INSTRUCTIONS

1. Rules

- 1.1. These Sailing Instructions shall prevail in the absence of alternative Sailing Instructions (SI).
- 1.2. Racing will be governed by the current version of:
 - a. World Sailing Racing Rules of Sailing 2021-2024 (RRS), to download a copy go to the World Sailing website <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>;
 - b. The prescriptions of the RYA Racing Charter (Racing Overview section of this Handbook);
 - c. The prescriptions of IRC;
 - d. SYC Safety Equipment Rules;
 - e. These sailing instructions;
 - f. Notice of Race together with any supplementary sailing instructions.
- 1.3. Where safety rules of the above-named organisations conflict, the higher specification shall prevail.
- 1.4. A boat's sail number shall be consistent for all races of the series unless written permission is granted from the Race Secretary(s). No boat will be permitted to display different sail numbers on any part of the boat at the same time.
- 1.5. Where a conflict between languages exists, the English language will take precedence.

2. Safety

- 2.1. Boats may be measured or scrutinised before or after any race at the discretion of the Race Secretary(s).
- 2.2. Any boat found not to comply with a relevant SI may be referred to the Race Secretary(s) and may be disqualified from the race without a hearing. This changes RRS Rule 63.1.
- 2.3. An SYC inspection does not confirm a boats' compliance with the World Sailing Offshore Special Regulations. Compliance is the sole responsibility of the individual skipper and or owner of the boat concerned.

3. Conditions of Entry

- 3.1. Attention is drawn to:
 - a. Racing Rules of Sailing 2021-2024 – Part 1 - Fundamental Rules - Rule 3;
 - b. World Sailing Offshore Special Regulations 2022-2023 - 1.02.
- 3.2. Neither Sussex Yacht Club nor individual race organisers shall be held responsible for any loss, damage, death or personal injury, howsoever caused.
- 3.3. All boats shall be covered by Third Party Liability Insurance for a **minimum of £2,000,000 and be covered for racing risks**.
- 3.4. All boats shall be entered by and have on board whilst racing, a member of the Sussex Yacht Club, except by invitation or by way of a race being designated an **Open Event**.
- 3.5. For a boat to be eligible to race, she shall either have an IRC rating or NHC handicap or both, unless otherwise permitted in supplementary sailing instructions.

4. Start Times and Delaying Races

- 4.1. All classes shall start at the time prescribed in the Racing Overview section of the Handbook 2023 unless amended by supplementary sailing instructions sent by email or text to registered owners/skippers.
- 4.2. Any change to the sailing instructions will be sent to the "SYC Racing" WhatsApp group or emailed to registered owners/skippers before 09:00 on the day it will take effect or two hours prior to the prescribed start time, whichever is the earlier, except that any change to the schedule of races will be sent by 20:00 on the day before it will take effect.
- 4.3. Any changes to the sailing instructions will be communicated to owners/skippers by means of WhatsApp or email messages so it is vital that all owners/skippers lodge valid WhatsApp and email details with the SYC Keelboat Section at secretary@sussexyachtclub.org.uk. It is the owner and or skipper's responsibility to ensure that WhatsApp messages and emails can be received.

5. Course Marks and Signals

- 5.1. Course marks, which are not navigation buoys, will be either:
 - a. Yellow or orange cylindrical buoys;
 - b. Yellow spar buoys;
 - c. Black, orange, pink or yellow spherical buoys;
 - d. Yellow or Orange inflatable Marks.
- 5.2. For names and positions of fixed marks see the racing chart and check for updates on the Race Mark status section of this handbook.

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- 5.3. Details of courses not previously published will be communicated via VHF Ch37, 20 minutes prior to the start time. When practical to do so, a provisional course will be communicated earlier via the “SYC Racing” WhatsApp group. However, the course transmitted via VHF will be the confirmed course and may contain amendments.
- 5.4. Where a committee boat start is used, she will be identified by flying a large SYC burgee.
- 5.5. No sound signals will be made from the beach. Attention to Race Signals may be given on VHF Ch37. This changes World Sailing RRS Nos. 26, 27, 29, 32 and 33.

6. Class Identification Flags

- 6.1. Unless otherwise advised in supplementary sailing instructions all boats competing under IRC shall fly a code flag **1** pennant and those under NHC a code flag **2** pennant from the backstay if fitted, or other suitable highly visible point at the stern of the boat. All boats competing in Pursuits should fly a code flag **2** pennant from the backstay if fitted, or other suitable highly visible point at the stern of the boat.

7. Racing Area

- 7.1. Inshore and Pursuit racing will take place in the English Channel between the western arm of the port of Shoreham to the east, Worthing Pier to the west, and five miles offshore to the south. The start area will be within two miles of the western arm of the port of Shoreham. Long Inshore, Offshore and Club racing will use a racing area defined by the individual race descriptions and Notice of Race.

8. Obstructions

- 8.1. The main shipping channel to the south of the entrance to the port of Shoreham is designated as an obstruction.
- 8.2. The area covered by a radius of 200m adjacent to the entrance to Shoreham Harbour is excluded from the race area in order that general marine traffic may navigate the approach to Shoreham Harbour.

9. Starting and Finishing Procedures

- 9.1. Unless otherwise stated in supplementary sailing instructions, races will be started from either a committee boat or the club starting mast situated approximately $\frac{3}{4}$ mile west of the harbour entrance. A large SYC burgee will be flown from the mast. The start line will be a line extending seawards from the mast through a white (or similar) transit mark set on the beach and there will be an **ODM**. When the West (**W**) mark is used as the **ODM** the line will be referred to as **Lancing**. When the East (**E**) mark is used as the **ODM** the line will be referred to as **Old Fort**. An alternative **ODM** may be laid.
- 9.2. All starting procedures will be in accordance with World Sailing RRS No. 26. Attention may be drawn to signals via VHF Ch.37. A verbal countdown may also be given.
- 9.3. Unless otherwise stated in supplementary sailing instructions, the finish line is a line extending seawards from the club mast through a white (or similar) transit mark set on the beach and there will be an **ODM**. The **ODM** of the finish line may not necessarily be the same as the **ODM** of the start line. When the West (**W**) mark is used as the **ODM** the line will be referred to as **Lancing**. When the East (**E**) mark is used as the **ODM** the line will be referred to as **Old Fort**. An alternative **ODM** may be laid.

10. Gate Starts

- 10.1. A gate start shall not be used where the wind angle is greater than 45 degrees either side of a line drawn between the Gate Buoy and the First Mark of the course. The First Mark of the course shall be to windward of the Gate Mark.
- 10.2. The **Gate Boat** may be a boat competing in the race.
- 10.3. The Race Officer shall make clear the Gate Buoy via the Course Announcement.
- 10.4. The Start Line shall be a line formed between the Stern of the Gate Boat and the Gate Buoy after the Start Signal.
- 10.5. The Gate Boat shall time her approach to the Gate Buoy to coincide with arriving at the Gate Buoy at the Start Time. To facilitate timing of arrival at the Gate Buoy at the Start Time the Gate Boat may take advantage of using engine propulsion under World Sailing RRS No. 42.3(i) up to the time of the Start Signal.
- 10.6. At the Start Time, the Gate Boat shall adopt a heading Close Hauled on a Port tack and maintain such heading until the Start Period has expired.
- 10.7. During the Start Period competing boats shall keep to leeward, and keep clear, of the Gate Boat.
- 10.8. The Start period shall be defined as commencing at the time of the Warning Signal and ending at such time as all competing boats have crossed the Start Line, or 2 minutes after the Start Signal, whichever is the lesser time.

11. Time Limits

- 11.1. There will be no time limits except as indicated on supplementary sailing instructions.

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12. Declarations

- 12.1. In races where supplementary sailing instructions indicate the finish is either not at the club finish line or the Race Officer has stated that all boats are to take their own time, the Race Officer may nominate a boat to act as the designated boat. Where a Boat is required to take their own finish time, they should record this as GPS generated UK clock time, so either UTC or BST (depending on the time of year). This should be shown in 24hr format (e.g. 13h, 30m, 15s), together with the Boat's name plus the boats' names ahead and astern (wherever possible) posted to the "SYC Racing" WhatsApp group Section directly after the finish. Any boat not finishing the race must inform the Race Officer or designated boat.
- 12.2. The time limit for such a declaration will be within two hours after the boat finishes.
- 12.3. Competitors not returning to Shoreham or the set destination may **sign off** by notifying the race control, or designated Race Officer at the set destination by VHF.

13. DNF and Retirement

- 13.1. A boat failing to finish or retiring from a race shall signify her intention by flying her Ensign and draw the attention of the Race Officer to their **DNF** or retirement.

14. Race or Series Validity

- 14.1. A race shall be valid if at least three boats rank as starters.
- 14.2. Where less than three boats rank as starters, races may be abandoned or postponed.
- 14.3. Three races are required to be completed to constitute a series.

15. Results

- 15.1. A list of results, which may be subject to protest, will be posted on the Sussex Yacht Club website www.sussexyachtclub.org.uk as soon as possible after the race, clearly marked **Provisional**. These will then be subject to ratification by the Keelboat Race Secretary(s).
- 15.2. Races, which finish at an away port, will be calculated by a designated Race Officer at the finish and be posted on the SYC website www.sussexyachtclub.org.uk at the earliest opportunity.

16. Scoring

- 16.1. All races will be scored using the low points system as prescribed in Appendix A of the World Sailing **RRS**, including Appendix A 8.1 and 8.2 for series tie resolution.
- 16.2. For IRC and NHC races, where a boat does not compete in a race in a series because of Race Officer duties that boat will be awarded her average points scored per race in that series.
 - a. When 4 or fewer races have been completed, a boat's series score will be the total of her race scores.
 - b. When 5 or 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - c. When 7 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
 - d. Where boats are racing under an NHC handicap this may be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62.
- 16.3. For Pursuit races,
 - a. When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
 - b. When more than 4 races have been completed, a boat's series score will be the total of her best four race scores.
 - c. Where boats are racing under a Pursuit handicap this may be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62.

17. Use of Engine

- 17.1. Engines may not to be used for propulsion after the preparatory signal.
- 17.2. An engine or power pump may be used to charge batteries or operate bilge pumps.
- 17.3. An engine may be used to assist in the recovery of a man overboard, to render assistance or in any other emergency. Full details to be reported in writing with the race declaration.

18. Rendering Assistance

- 18.1. If, during the course of a race, a boat ceases racing, temporarily or otherwise, to go to the assistance of another vessel or person, redress may be requested in accordance with World Sailing **RRS** No. 62.1(c).

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19. Alteration to Keelboat Sailing Instructions

- 19.1. The Keelboat Race Secretary(s) reserve the right to amend these instructions and any published supplementary instructions in accordance with World Sailing **RRS** No. 88.2.
- 19.2. In the event of an alteration whilst boats are at sea and prior to the start of a race, International Code Flag **L** will be flown from the flagstaff or committee boat. It is the competitor's responsibility to ensure he is aware of the alteration by VHF or hailing.

20. Waste Disposal

- 20.1. Boats shall not put rubbish or waste in the water.
- 20.2. Boats must remove rubbish and waste from Southwick moorings for disposal at home.

21. Radio Communication

- 21.1. The race channel shall be Marine Band VHF Ch37 (M1).
- 21.2. During the race, the Race Officer call-sign shall be **SYC Race Control**.
- 21.3. General announcements to competitors shall be announced using the call-sign **SYC Race Fleet**.
- 21.4. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to other communication channels or equipment.

22. Disclaimer of Liability

- 22.1. Competitors participate in the race entirely at their own risk. See World Sailing **RRS** Rule 3, Decision to Race. The organising authority does not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

23. Behaviour

- 23.1. Skippers of all boats associated with the Sussex Yacht Club and or sailing under the SYC banner will be held responsible for the behaviour and actions of their crew at all times during such events. Any misbehaviour that is deemed likely to bring the name of the Sussex Yacht Club into disrepute will result in immediate action, which could result in that boat being banned from taking part in any event associated with the Sussex Yacht Club.

24. Use of Self Steering

- Boats sailing with only 1 or 2 persons on board may use any type of self-steering gear.

SYC KEELBOAT MANDATORY SAFETY EQUIPMENT

All SYC boats participating in races must comply with the following safety equipment requirements.

1. Where a race is classified by the Club as **Inshore** or **Long Inshore**, World Sailing/ORC Special Regulations 2022-2023, **Category 4 (see section 2.01.5 etc) requirements will apply** except for such boats of a recognised one design having a Class Association that provides safety regulations of an equivalent standard and relevant to the design; in such a case the boat must comply fully with the Class Association's safety regulations; in addition, the skipper/owner(s) must hold current membership of the Class Association.
2. Where a race is classified by the Club as **Offshore**, World Sailing/ORC Special Regulations 2022-2023, **Category 3 (see section 2.01.4 etc) + life-raft requirements will apply**, as stated in the notice of race.
3. A boat may be inspected for compliance with safety requirements at any time by a Scrutineer appointed by the Keelboat Race Secretary(s) for that purpose.
4. All equipment should be suitable for the use intended as defined by the relevant ORC regulation.
5. Full ORC details can be found at <https://www.sailing.org/inside-world-sailing/rules-regulations/offshore-special-regulations/>.

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GROUP MMSI NUMBER

SYC Group MMSI Number (023200100) for VHF/DSC radios

Many members are using DSC radios (those fitted with an emergency DISTRESS button) and realising the benefits of these. Fewer are aware that the Club has been allocated a Group MMSI number (023200100) by OFCOM/Radiocommunications Agency which alerts all of the Club rescue boats when called.

Club rescue boats are often crewed afloat to support courses, races and other activities. For emergencies you should follow the emergency procedures, but should you just need a little assistance and think they, **or other SYC competitors**, could help then using the DSC Group identity will alert whichever is afloat.