

PYRA



poole yacht racing association



2018

RED BOOK

handbook and programme



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The 2018 Programme - at a glance

Date	Race No.	Event	Start*	Time Limit	Series	Page
April						
Sat 21st	1	Pursuit Race	10.00	12.00		16
May						
Sat. 5th	2	Poole – Alderney	07.00	23.59	Ch	16
Mon. 7th	3	Alderney – Poole	07.00	22.00	Ch	16
Sat. 12th	4/5/6	Two Handed Series	10.30		2H	16
Sat-Mon. 26th-28th		VPRS Nationals				18
June						
Sat 9th	7	Poole - Yarmouth	12:00	20.00	Pass A	18
Sun 10th	8	Yarmouth - Poole	10.00	20.00	Pass A	18
Sat 23rd	9	Poole - Cherbourg	07.00	23.59	Ch	18
Sun 24th	10	Cherbourg - Poole	07.00	22.00	Ch	20
July						
Fri. 6th	11	Poole – Cowes	10.00	20.00	Pass A	20
Sat. 7th		RTI				
Sun. 8th	12	Cowes – Poole	08.00	18.00	Pass A	20
Sat. 21st	13	Poole – Hamble	10.00	20.00	Pass A	20
Sun. 22nd	14	Hamble – Poole	08.00	18.00	Pass A	22
August						
Sat-Fri. 4th – 10th		PYRA on Tour				22
Fri. 10th	15	Poole – St Vaast	06.00	06.00**	Ch	22
Sun. 12th	16	St Vaast – Poole	08.30	22.00	Ch	22
Sat 25th	17	Poole - Southampton	08.00	17.00	Pass B	24
Sun 26th	18	Southampton – Lymington	11.00	18.00	Pass B	24
Mon. 27th	19	Lymington – Poole	11.00	20.00	Pass B	24
September						
Sat. 8th	20	Poole - Weymouth	10.30	19.00	Pass B	24
Sun. 9th	21	Weymouth - Poole	15.00	22.00	Pass B	26
Sat. 22nd	22	Poole - Folly	07.00	17.00	Pass B	26
Sun. 23rd	23	Folly - Poole	10.30	20.00	Pass B	26

*Starts:

Unless otherwise stated, first start is Class 5 followed five minutes later by Class 4 and 3. Followed five minutes later by Class 2 and 1.

**Sat. 11th

PYRA Website:
www.pyra.org.uk
Why not make it your home page?

PART ONE: OFFICERS AND CONSTITUTION

1.0 - Officers 2018

Association Captain

Roger Bond

Captains of Classes

Class 1 Captain	Rob Gibson
Class 1 Vice Captain	Philip Nicholas
Class 2 Captain	Ian Wall
Class 2 Vice Captain	Brendon Pell
Class 3 Captain	Ken Morgan
Class 3 Vice Captain	Stuart Terry
Class 4 Captain	Andrew Powell
Class 5 Captain	Di Broadbent

Hon Treasurer

Ian Webster

Hon Record Secretary

Matt Hitt

Hon Social Secretary

Jane Phillipps

Hon Web Master

Mike Fox

Club Representatives

Parkstone YC	Peter Biggs
Poole YC	Theresa Lawrence
Royal Motor YC	Keith Lovett

PR/Promotion

Bob Dyer

Social Media

James Walker

Rating Officer

Ruth Kelly

Hon Secretary

8 Dudsbury Avenue,
Ferndown,
Dorset BH22 8DU

Ron Gentle
01202 871038

secretary@pyra.org.uk

Be Aware

If circumstances or conditions dictate your Class Captain may make changes to a race on the day. This could be a change in timing, a change of destination, or even of finish line. You should listen on M2, don't just follow the boat in front!

2.0 Constitution

2.1. Objects

Poole Yacht Racing Association (The Association or PYRA) exists to promote, encourage, organise and co-ordinate racing for bona fide sailing yachts, herein after referred to as boats, in association with the member Yacht Clubs based on Poole Harbour; which sponsor it. Currently these are the Parkstone, Poole and Royal Motor Yacht Clubs, plus any other club approved by the General Committee.

2.2. The Committee

- A)** The affairs of the Association shall be managed by a General Committee, consisting of:-
 The Captain of the Association
 The Vice Captain of the Association
 The Hon. Secretary
 The Hon. Treasurer
 The Hon. Records Secretary
 The Rating Officer
 The Hon. Social Secretary
 The Hon. Web Master
 The PR/Promotions Officer
 The Captains and Vice Captains of each of the Racing Classes.
 A representative appointed by each of the sponsoring clubs.
- B)** The club representatives, one from each of the sponsoring clubs shall be appointed by their respective General Committees.
- C)** The Captain and Vice Captain of each of the racing classes shall be elected at the Annual General Meeting of their respective classes and their election submitted for confirmation at the Annual General Meeting of the Association. They shall not be eligible for re-election to that office in the one year immediately following four consecutive years therein.
- D)** All other officers shall be elected at the Annual General Meeting of the Association.
- E)** The Captain of the Association shall not be eligible for re-election to that office in the one year immediately following three consecutive years therein.
- F)** Nominations for any of these Offices may be submitted by any Full Member of the Association in writing to the Secretary at least 21 days prior to the Annual General Meeting. Each nomination shall contain the names of the proposer and the seconder and shall confirm that the Member nominated has agreed to accept nomination.

When no valid written nomination has been received for any Office, the Chairman may accept a nomination at the Annual General Meeting. Should more than one nomination be received for any Office then the Chairman shall conduct a written ballot. If any Office remains unfilled, the Committee may at their discretion, co-opt a member to fill that position.

2.3. General Meetings

- A)** The Annual General Meeting of the Members of the Association shall be held before 31st December in each year at such time and place as the Committee shall appoint.
- B)** An Extraordinary General Meeting may be convened at any time deemed necessary or desirable by the Committee or on receiving a Requisition, signed by no less than ten Members who are entitled to vote at General Meetings, such requisition shall state the object of the Proposed Meeting.
- C)** Notice in writing of any Annual or Extraordinary General Meeting setting out the Agenda of that meeting shall be sent to all members of the Association at least fourteen days before the date set for the Meeting. The minutes of these meetings shall be made available to members.
- D)** At any General Meeting the Chair shall be taken by the Captain of the Association, or failing this by some other person appointed as Chairman by the Committee.
- E)** All Committee Members and every Full Member of the Association shall have one vote and, except as provided in Clause 2.5, resolutions will be decided by a simple majority of the votes properly cast. In the case of equality of votes, the Chairman shall have a second or casting vote. Proxy votes will not be permitted.
- F)** Amendments to Resolutions included in the Agenda of any General Meeting will be accepted for debate, it is recommended that all such amendments be carefully worded and that notice of such amendments be given to the Secretary seven days before the Meeting.
- G)** Separate Annual General Meetings of the Members of each Racing Class shall be held before the date of the Annual General Meeting of the Association in each year. Any resolutions passed on recommendations at such Class Meetings shall be submitted to the Annual General Meeting of the Association for approval.

2.4. Membership

- A)** Association membership is renewable annually and expires on the 31st of December.
- B)** FULL MEMBERSHIP is open to an owner of a bona fide boat who for Membership must submit:-
 - i)** Form of Application for Membership (or renewal) and Boat Registration.
 - ii)** The relevant annual subscription.Membership is acquired when this document and subscription have been submitted to the Committee and approved by them. This approval may be withdrawn at any time at the discretion of the Committee
- C)** CREW MEMBERSHIP is open to any person or by application of a Full Member, and is acquired when such application is accepted by the Hon. Secretary.
- D)** HONORARY MEMBERSHIP may be conferred, by the Committee, on any person not for the time being actively engaged in racing with the Association.

The Commodores of the PYRA sponsoring clubs will be Honorary Members for the duration of their term of office.

- E)** Only Full Members may vote at the Association's Meetings, and only Full Members are eligible for election to the Offices of Captain of the Association or Captain or Vice Captain of the racing classes. Each boat carries only one vote.
- F)** The amounts of the Annual Subscriptions for all classes of Membership will be fixed annually at the Association's AGM. Membership forms are available from the Hon. Sec.
- G)** For the purposes of PYRA Membership the minimum requirements for a bona fide boat are defined in Part 2 Sections 2.0 and 3.0 of this book.
- H)** TEMPORARY MEMBERSHIP is open to yachtsmen for the purpose of competing in a maximum of two weekend's racing per season. Temporary Membership subscriptions will include payment for a copy of the PYRA Handbook and Programme. Applicants should notify the Hon. Secretary two weeks before participation to enable any rating/handicapping procedure to be carried out.

Subscription Rates for 2018 are:

Full Member*:
Mono-hull Class: £85 (Includes 2018 VPRS).
Multi-hull Class: £70.

Crew Member* (non-voting): £10.

Temporary Member Mono-hull class: £45 (Includes 2018 VPRS).
Temporary Member Multi-hull class: £25.

*New applicants (non membership of PYRA for the preceding 5 years)
for Full PYRA Membership:
Mono-hull class: £55 (Includes 2018 VPRS).
Multi-hull class: £40.00.
For crew PYRA membership: No charge.

2.5. Constitution (Rules)

The Constitution and/or Rules of the Association may be added to, repealed or amended by resolution at any General Meeting of the Members of the Association providing that no such resolution shall be passed unless it is carried by a majority of two-thirds of the votes properly cast at the Meeting.

A Member wishing to propose any alteration to the constitution or Rules must give notice in writing to the Secretary of the Association of the Resolution at least 28 days before the date of the General Meeting, at which the proposal will be considered.

A copy of the resolution to be proposed shall be enclosed with, or incorporated in the Agenda of the General Meeting at which the proposal is to be considered, and such Agenda shall be circulated to all Members at least fourteen days before the date set for the Meeting.

PART TWO: SAILING INSTRUCTIONS & NOTICE OF RACE

The PYRA Race Committee for each event shall comprise the Starting Officer nominated by the representative of the sponsoring club, together with any members of the General Committee attending the event.

1.0 Rules

1.1. Racing will take place under the World Sailing Racing Rules of Sailing 2017-2020 (RRS), the World Sailing Offshore Special Regulations 2018-19, the prescriptions of the RYA, these sailing instructions and the appropriate class rules.

1.2. Racing at Night

The rules of RRS Part 2 shall not apply between the times of local sunset and sunrise and shall be replaced with the corresponding rules of IRPCS (International Regulations for Preventing Collisions at Sea).

1.3. Advertising

Boats may advertise in accordance with ISAF Regulation 20 (Advertising Code).

1.4 Regattas

For regattas, separate instructions may be issued by the organising club.

2.0 Conditions of Entry

2.1 General

- A)** A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- B)** It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or going to sea, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.
- C)** The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2m.
- D)** Nothing done by the organisers will reduce the responsibility of the boat nor will it make the organisers 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. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters.
- E)** The boat is responsible to ensure that it 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 that the crew know how to use it.

2.2. Eligibility

Racing is open to boats, whose particulars have been accepted by the Association. In addition the owner, or owner's representative, on board whilst racing, shall be a member of PYRA.

2.3. Race Entries

Entry lists shall close at 1200 hrs. on the Wednesday prior to the day of the race concerned, or, in the case of a race which starts on a Friday, the Tuesday before.

A boat shall be entered either by:-

A) Making an entry via the PYRA Web site Enter PYRA Event Page - <http://www.pyra.org.uk/sailing/enter-pyra-event/>

B) Making an entry via e-mail to PYRA Sec: secretary@pyra.org.uk

The subject of the e-mail shall be of the format:

Race Entry, Race Number and Boat Sail Number. The body of message shall be of the format: Race Title, Race Number; Sail Number; Boat Name & Class.

C) Making an entry on one of the lists for each race on the notice boards at the member clubs.

D) Making a line entry. A competitor finding it necessary to make a line entry as a result of failing to comply with A) or B) or C) above shall report to the Starting Officer stating their wish to enter the race and this shall be done before the first "warning signal" of their class. Line entries should only be used in exceptional circumstances. Be aware that the Starting Officer will be busy and may not respond. Also, be aware that line entries are not accepted for some races - see the Race Programme.

Note: For regattas, individual entries must be made directly to the organising club

2.4. Identification of Classes

MONO-HULLS

Class 1: Pennant 1

Open to boats having a current VPRS rating.

Class 2: Pennant 2

Open to boats having a current VPRS rating.

Class 3: Pennant 3

Open to boats having a current VPRS rating.

Class 4: Pennant 4

Open to boats having a valid VPRS rating for the current year and complying with these Sailing Instructions, qualified as defined in Class 4 notes below

MULTI-HULLS

Class 5: Pennant 5

Open to boats having a valid multihull rating.

NOTES

Classes 1 to 4:

1. A valid VPRS rating is one registered on the VPRS Website calculated for the current year.

Class 4:

2. Mono-hull Class 4: Ideal for couples, shorthanded or newcomers to racing - Straightforward Bay, Coastal and Channel racing in company - very good company!

If a declaration has been received that a spinnaker will not be used for the whole of the season, this will be noted on the Class 4 list and the no spinnaker TCC rating will be used, otherwise TCC will be used.

If more than two persons are on board over the age of 7 years during a race each additional crew will incur a 5% time penalty per person. Number on board to be reported with finishing time.

Crew will be counted as 8 years old, or older, if they attained the age of 8 before the 1st September of the preceding PYRA sailing season (as per school years)

Class 5:

3. A valid multihull rating is one provided by the Class 5 captain for the current year.

2.5 Division of Classes

The split between mono-hulled classes will be determined prior to the first race of the season based on VPRS ratings and will be posted with the list of PYRA boats maintained on the PYRA Website.

2.6. Rating/Handicapping

Results shall not count without a valid VPRS or multihull rating.

- A)** At the time of returning a signed PYRA membership form a current rating is not available the PYRA Secretary is to be informed by the owner/co-owner when a rating has been recorded on the VPRS website or provided by the Class 5 captain.
- B)** The PYRA secretary shall be notified by the owner/co-owner if a rating changes during the PYRA racing season.
- C)** No results shall count retrospectively.

Note: The PYRA Secretary shall maintain on the PYRA website and club notice boards a list of PYRA boats in their respective class together with the current rating being used for PYRA results.

2.7. Identification of Boats

- A)** Each boat shall fly its Class distinguishing flag in a clearly visible manner from the backstay or similar position.
- B)** Boats not complying with SI.2.7A may not be recorded as starters or timed as finishers.

3.0 Safety

3.1. Race Categories

- A)** World Sailing OSR Category 3: All night races. All Channel Series when life rafts shall also be carried.
- B)** World Sailing OSR Category 4: All other races that are scheduled to be completed before sunset.
- C)** When SI 7.8. applies the race category shall not change.

3.2. Stability

All competing multihulls shall comply with the ISAF recommendations for the category of race being undertaken.

Multihull Stability can only be ensured by using the appropriate sail plan suitable for the prevailing weather and sea state. Owner skippers must request and comply with manufacturer's recommendations with respect of suitable sail plans for different wind strengths. This should include a reduction factor to be applied when sailing in rough conditions, when sailing down wind, when sailing in gusty winds and when sailing with novice crew.

3.3. Basic Safety Requirements

In addition to para 3.1 above and the World Sailing OSR.

3.3.1 Lifejackets / harnesses

Owners and crew are strongly recommended to wear harnesses and lifejackets as a regular practice and, in particular when reefed, at night or when alone on deck.

3.3.2 HM Coastguard's CG66 Voluntary Safety Identification Scheme

Owners are strongly recommended to join the HM Coastguard's CG66 Voluntary Safety Identification Scheme in order that the coastguard has details of the vessel on a database that is accessible to all Coastguard Co-ordination Centres throughout the UK so that they have the information they need to mount a search and rescue operation should you get into difficulty.

4.0 Communications with Competitors

4.1. Radio Communications

- A)** All boats shall be equipped with VHF radio capable of receiving Ch37 and Ch.M2 (161.425 MHz) which, on some systems, may be referred to differently, eg P4 on Icom sets). A listening watch must be maintained until clear of the starting area. Competitors are advised to keep a listening watch for the duration of the race.
- B)** Radio communications with competitors will normally be by VHF radio Ch M2 (P4). In the event of this channel being blocked Ch M (37) may be used.

4.2. Alterations to Sailing Instructions

- A)** Notice of any alterations to the Sailing Instructions may be posted on the Notice Boards of the member clubs. It shall be the responsibility of the competitors to acquaint themselves with any such alterations.
- B)** Changes on the day may be made by Class Captains or their delegate if conditions dictate. This information will be conveyed to competitors as per S.I.4.1. (See also 7.8 b)

4.3. Postponement and Abandonment

In the event of a race being postponed or abandoned signals shall be made in accordance with the RRS, except that:

In the event of abandonment competitors will be notified as per S.I.4.1. at approximately 60 and 30 minutes before the advertised first start time in that starting sequence and at that advertised time.



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5.0 Race Programme 2018

- A) COURSES WILL BE ANNOUNCED ON VHF as per SI 4.1 & 7.2.
- B) The final announcement of course will be after the 4-minute gun.
- C) Courses may be based on the list of marks in SI 6.0 and any feature on a current Admiralty Chart, any other established racing mark, and a gate or gates between points clearly identified by both longitude and latitude.

5.1 Schedule of Races. All times are BST.

Abbreviations used in this programme:

SC: Sponsor Club **ST:** Start Time **Sr:** Series
SL: Starting Line **FL:** Finish Line **TL:** Time Limit
Ch: Channel **PtoP:** Poole to Poole
RV: Location for results to be handed in when away from Poole

RACES ARE SELF-TIMING IN ACCORDANCE WITH SI 9.3, EXCEPT FOR RACE No: 1, 4, 5, & 6



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Saturday April 21st		Kemp Sails	Pursuit Race	
Race No.1	Classes	ST	Sr	Trophy
SC: PYRA	All	From		
SL: Bay		10:00		
FL: Pursuit				
TL: 12:00				Morning Brig for first overall
<i>RV - Poole YC 14:00</i>				

Saturday May 5th		Poole Sailing	Poole – Alderney	
Race No. 2	Class	ST	Sr	Trophy
SC: Poole	5	07:00	Ch	Coup de Notaire
SL: Swash	4	07:05	Ch	Bass
FL: Alderney	3	07:05	Ch	Herbert Ballam Trophy
TL: 23.59	2	07:10	Ch	Arnold Newman
	1	07:10	Ch	Casino

RV - Alderney SC 17.50

Finish Time	Boat in front	Boat behind
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Monday May 7th		Poole Sailing	Alderney – Poole	
Race No.3	Class	ST	Sr	Trophy
SC: Poole	5	07:00	Ch	
SL: Alderney	4	07:05	Ch	Herbert Ballam (cig box)
FL: Poole	3	07:05	Ch	Oriana
TL: 22.00	2	07:10	Ch	Clipper Cup
	1	07:10	Ch	Ocean Challenge

Finish Time	Boat in front	Boat behind
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Saturday May 12th		Clipper Marine	Two Handed Series	
Races No.4/5/6	Class	ST	Sr	Trophy
SC: Royal Motor	5	10.30	2H	Two Handed Mug
SL: Bay	4	10.35	2H	Moonspray
FL: Committee	3	10.35	2H	Tarka
TL: N/A	2	10.40	2H	Helmsmans
	1	10.40	2H	Helmsmans

RV - Royal Motor YC 16:30



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POOLE SAILING

See separate Notice of Race

<http://www.vprs.org/index.html> & <http://pooleregatta.co.uk/>

Saturday June 9th

PoolerT

Poole – Yarmouth

Race No. 7	Class	ST	Sr	Trophy
SC: Parkstone	5	12:00	Pass A	
SL: Bay	4	12:05	Pass A	Lucy's Pup
FL: Yarmouth	3	12:05	Pass A	Lucy
TL: 20:00	2	12:10	Pass A	Hurst Cup
	1	12:10	Pass A	Hurst Cup

RV - Yarmouth SC 17.50

Finish Time	Boat in front	Boat behind
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Sunday June 10th

PoolerT

Yarmouth – Poole

Race No. 8	Class	ST	Sr	Trophy
SC: Parkstone	5	10:00	Pass A	
SL: Yarmouth	4	10:05	Pass A	Sula Tankard
FL: Poole	3	10:05	Pass A	Dolphin Trophy
TL: 20:00	2	10:10	Pass A	Wally Baker
	1	10:10	Pass A	Membury Cup

Finish Time	Boat in front	Boat behind
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Saturday June 23rd

Bee's Sail Repairs

Poole – Cherbourg

Race No.9	Class	ST	Sr	Trophy
SC: Poole	5	07:00	Ch	
SL: Swash	4	07:05	Ch	Comite des JUMELAGES
FL: Cherbourg	3	07:05	Ch	Eileen Challenge Trophy
TL: 23.59	2	07:10	Ch	Henry Ryste Memorial
	1	07:10	Ch	Commodores Cup

RV - Yacht Club De Cherbourg 17:50

Finish Time	Boat in front	Boat behind
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Sunday June 24th**Bee's Sail Repairs****Cherbourg – Poole**

Race No.10	Class	ST	Sr	Trophy
SC: Poole	5	07:00	Ch	
SL: Cherbourg	4	07:05	Ch	Bill BASKETT Trophy
FL: Poole	3	07:05	Ch	Bonaventure
TL: 22:00	2	07:10	Ch	Eldridge Pope
	1	07:10	Ch	Walter Curry

Finish Time	Boat in front	Boat behind
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Friday July 6th**Poole – Cowes**

Race No. 11	Class	ST	Sr	Trophy
SC: Parkstone	5	10:00	Pass A	
SL: Bay	4	10:05	Pass A	Salamander Cup
FL: Medina	3	10:05	Pass A	Chrysalis Cup
TL: 20:00	2	10:10	Pass A	Margaret Sewell
	1	10:10	Pass A	Weil Challenge

RV - Main Beer Tent 17.50

Finish Time	Boat in front	Boat behind
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Sunday July 8th**Cowes – Poole**

Race No.12	Class	ST	Sr	Trophy
SC: Parkstone	5	08.00	Pass A	
SL: Cowes	4	08.05	Pass A	Chough Cup
FL: Poole	3	08.05	Pass A	Morrison Challenge
TL: 18:00	2	08.10	Pass A	Keene Memorial
	1	08.10	Pass A	Avilion Cup

Finish Time	Boat in front	Boat behind
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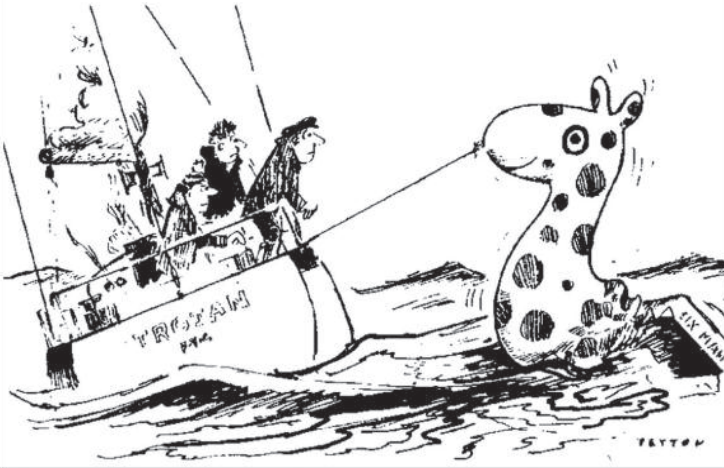
Saturday July 21st**Tapper Funeral Service****Poole – Hamble**

Race No.13	Class	ST	Sr	Trophy
SC: Parkstone	5	10.00	Pass A	
SL: Bay	4	10.05	Pass A	one trophy for both days
FL: Hamble	3	10.05	Pass A	one trophy for both days
TL: 20:00	2	10.10	Pass A	one trophy for both days
	1	10.10	Pass A	one trophy for both days

RV - TBA 17.50

Finish Time	Boat in front	Boat behind
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Sunday July 22nd**Tapper Funeral Service****Hamble – Poole**

Race No.14	Class	ST	Sr	Trophy
SC: Parkstone	5	21:00	Pass A	
SL: Hamble	4	21:05	Pass A	Harold Austin
FL: Poole	3	21:05	Pass A	Gay Viking
TL: 18.00	2	21:10	Pass A	Seafarer Challenge
	1	21:10		PYRA Poole Bowl

Finish Time	Boat in front	Boat behind
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Saturday August 4th/10th**PYRA on Tour****See separate Notice of Race**<https://www.pyra.org.uk/2018-pyra-tour/>**Friday August 10th****The Grey Silkie****Poole – St Vaast**

Race No.15	Class	ST	Sr	Trophy
SC: Poole	5	06:00	Ch	
SL: Swash	4	06:05	Ch	Cheltenham
FL: St Vaast	3	06:05	Ch	Coupe VAUBIN
TL: 06:00 11/08/18	2	06:10	Ch	Lively
	1	06:10	Ch	Beach Trophy

RV - La Marina 11/08/18 17.50

Finish Time	Boat in front	Boat behind
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Sunday August 12th**The Grey Silkie****St Vaast – Poole**

Race No. 16	Class	ST	Sr	Trophy
SC: Poole	5	08:30	Ch	
SL: St Vaast	4	08:35	Ch	Dolphin Cup
FL: Poole	3	08:35	Ch	Turnstone
TL: 22:00	2	08:40	Ch	Jim Bradbury
	1	08:40	Ch	WH Cole

Finish Time	Boat in front	Boat behind
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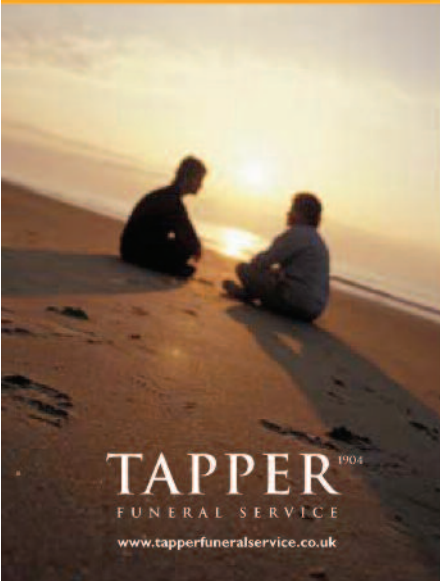
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Saturday August 25th

Poole – Southampton

Race No.17	Class	ST	Sr	Trophy
SC: Parkstone	5	08:00	Pass B	
SL: Bay	4	08:05	Pass B	Grenadier Cup
FL: Hamble	3	08:05	Pass B	Starleap Cup
TL: 17:00	2	08:10	Pass B	Carberry Cup
	1	08:10	Pass B	Silver Cigarette Box

RV - Royal Southampton YC 17:50

Finish Time	Boat in front	Boat behind
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Sunday August 26th

Southampton – Lymington

Race No.18	Class	ST	Sr	Trophy
SC: Parkstone	5	11:00	Pass B	
SL: Hamble	4	11:05	Pass B	Island Hop
FL: Lymington	3	11:05	Pass B	Island Hop
TL: 18:00	2	11:10	Pass B	Island Hop
	1	11:10	Pass B	Island Hop

RV - TBA 17.50

Finish Time	Boat in front	Boat behind
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Monday August 27th

Lymington – Poole

Race No.19	Class	ST	Sr	Trophy
SC: Parkstone	5	11:00	Pass B	
SL: Lymington	4	11:05	Pass B	Leo Toms
FL: Poole	3	11:05	Pass B	Wendy Cup
TL: 20.00	2	11:10	Pass B	Minoru Cup
	1	11:10	Pass B	Lundy Lady

Finish Time	Boat in front	Boat behind
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Saturday September 8th

Magnum

Poole – Weymouth

Race No.20	Class	ST	Sr	Trophy
SC: Poole	5	10:30	Pass B	
SL: Bay	4	10:35	Pass B	Alan Kerr
FL: Weymouth	3	10:35	Pass B	Hagg
TL: 19.00	2	10:40	Pass B	Norlethe
	1	10:40	Pass B	Weymouth

RV - TBA 17.50

Finish Time	Boat in front	Boat behind
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Magnum IV: sponsor of the Weymouth Weekend

SEE: <https://www.youtube.com/watch?v=PmOEAAEd0yk>



Sunday 9th September

Magnum

Weymouth – Poole

Race No.21	Class	ST	Sr	Trophy
SC: Poole	5	15:00	Pass B	
SL: Weymouth	4	15:05	Pass B	Arnold Newman
FL: Poole	3	15:05	Pass B	Fiat Hitachi Plate
TL: 22:00	2	15:10	Pass B	Arri Paye
	1	15:10	Pass B	David Maddox

Finish Time	Boat in front	Boat behind
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Saturday 22nd September

MS Amlin

Poole – Folly

Race No. 22	Class	ST	Sr	Trophy
SC: Parkstone	5	07:00	Pass B	
SL: Swash	4	07:05	Pass B	Solent Salver
FL: Medina	3	07:05	Pass B	Christchurch Ledge
TL: 23:59	2	07:10	Pass B	Tartarin Cup
	1	07:10	Pass B	Tilney Barton

RV - Folly Inn 17.50

Finish Time	Boat in front	Boat behind
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Sunday 23rd September

MS Amlin

Folly – Poole

Race No.23	Class	ST	Sr	Trophy
SC: Parkstone	5	10.30	Pass B	
SL: Cowes	4	10.35	Pass B	Poole Bay
FL: Poole	3	10.35	Pass B	B Points/Islands
TL: 20:00	2	10.40	Pass B	Mowlam Cup
	1	10.40	Pass B	Regina Bowl

Finish Time	Boat in front	Boat behind
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IMPORTANT: Rendezvous – RV

When away from Poole, this is where we meet to discuss the day's sailing. Please bring along your finish time and TMF so that provisional results can be calculated.

Remember you will still need to contact Matt Hitt, the Records Secretary, on your return home.

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5.2 Races for Points Series

5.2.1 To win a series a boat must finish correctly in at least two races in that series.

5.2.2 A boat that enters races but does not come to the start area in any race in a series shall not be scored in the series.

5.2.3 Races to Count in a series

The Low Point scoring system of RRS Appendix A4 will apply.

The number of races to count is as below; this changes RRS Appendix A2

	Races Sailed in a Series	Races to Count	No. of Discards
5.2.3 Races to Count in a Series	1	1	0
	2	2	0
The Low Point scoring system of RRS	3	2	1
Appendix A4 will apply.	4	3	1
The number of races to count is as right:	5	4	1
this changes RRS Appendix A2	6	4	2
	7	5	2
	8	6	2
	9	6	3

5.2.4 Overall points winner in each Class

Best 10 results to count to include 7 Passage, 3 Channel.

5.2.5. Boat with age allowance all classes winner

The same criteria regarding the number of races to count as defined for the overall points winner will be used to calculate the winning boat. Boats eligible for the award will be defined by using their build date declared on their VPRS or MOCRA certificates, if no build date is declared the current year will be assumed.

The build dates to be used will be derived by listing all the PYRA boats on the class lists at the end of the season in build date order and working from the oldest until 10% (rounded up) of the total boats on the list have been included. All boats built in or before the year of the newest boat in the 10% list will be eligible for consideration of the award.

6.0 Marks

Alum Chine Outfall	(50,42.32N 01,53.40W)	North Head	(50,42.69N 01,35.52W)
Arish Mell Outfall	(50,35.07N 02,11.67W)	Perenco Wych Farm	(50,40.31N 01,52.45W)
Poole Bar Buoy (No 1)	(50,39.32N 01,55.17W)	Peveril Ledge	(50,36.37N 01,56.10W)
Boscombe Outfall	(50,42.89N 01,50.39W)	Rig Buoy	(50,43.01N 01,38.02W)
*Berthon	(50,44.20N 01,29.22W)	*Sevenstar Yacht Transport	
Bournemouth Outfall	(50,42.60N 01,52.31W)		(50,46.58N 01,21.46W)
Branksome Outfall	(50,42.25N 01,54.31W)	South Hook Cardinal	(50,39.61N 01,55.20W)
*Caldwells Estate Agents	(50,43.15N 01,27.49W)	Southbourne Outfall	(50,42.92N 01,49.11W)
Chalys	(50,38.61N 01,55.78W)	Stevenson Moorings	(50,39.45N 01,56.85W)
*Darling Asso. Architects	(50,46.26N 01,08.76W)	Shore Road (was Poole Head Outfall)	
*Dick Johnson (was Cowes Radio)			(50,41.47N 01,55.39W)
	(50,46.13N 01,22.19W)	Swash Channel No 2	(50,39.23N 01,55.24W)
DZB Buoy	(50,32.11N 02,05.92W)	Swash Channel No 3	(50,39.76N 01,55.49W)
East Hook	(50,40.58N 01,55.23W)	Swash Channel No 4	(50,39.72N 01,55.60W)
East Looe 2	(50,41.07N 01,55.83)	Swash Channel No.8	(50,40.50N 01,56.26W)
*Gurnard	(50,46.22N 01,18.84W)	*South West Shingles	(50,39.29N 01,37.52W)
Hengistbury Head	(50,42.55N 01,44.38W)	Vinyl Solutions	(50,41.08N 01,54.26W)
Jenkins Marine	(50,41.24N 01,52.67W)		
Ledge Buoy	(50,41.60N 01,41.50W)		
Mid Bay Buoy (CSC Race Mark)			
	(50,42.82N 01,41.00W)		
MS Amlin (was Haven Ins)	(50,40.31N 01,54.02W)		

Note:

All positions are referenced to the WGS84 datum and are approximate.

*Identifies Solent Marks

7.0 Starts

7.1 Starting System

Either a Line Start or a Gate Start may be used for monohull races. Gate Starts are not to be used for multihull starts. For a Line Start S.I. 7.2 will apply and S.I. 7.5 will not; for a Gate Start S.I. 7.5 will apply and S.I. 7.2 will not.

When a Gate Start is to be used competitors will be informed in accordance with S.I. 4.1.

7.2 Starting Lines

A Committee Boat Line will be a line between the main mast of the Committee Boat and an Outer Distance Mark (ODM). The boat shall be identified by an Orange Flag and shall broadcast its location together with a description and location of the ODM to competitors on VHF as per S.I. 4.1. The ODM may be laid specifically for the purpose, but could be any suitable mark or buoy used for racing or navigation. **This S.I. is over ruled if the Race Officer elects to use an alternative line start method – see S.I. 7.3.1.**

Alderney Starting Line: A Committee Boat Line.

Bay Starting Line: A Committee Boat Line.

Alternative: A Committee Boat line in Brownsea Roads.

Beaulieu River Starting Line: A Committee Boat Line to the West of the Beaulieu River mouth.

Bembridge Starting Line: A Committee Boat Line.

Brownsea Starting Line:

A line between No.15 (Bell) Buoy and the Starting Boat positioned to the west.

Cherbourg Starting Line:

A Committee Boat Line in the Grande Rade in the vicinity of the Fort du Homet.

Cowes Starting Line: A Committee Boat Line in the vicinity of the Gunard Buoy.

Gosport Starting Line: Committee Boat Line in the vicinity of Spit Sand Fort.

Guernsey Starting Line: A Committee Boat Line.

Hamble Starting Line: A Committee Boat Line.

Lymington Starting Line: A Committee Boat Line to the west of the Lymington river mouth.

North Head Starting Line: A line between a committee boat and North Head Buoy.

Regatta Starting Line: A Committee Boat Line.

Royal Motor Yacht Club Starting Line: A line between the Flagstaff on the RMYC veranda with an orange top section and a port hand marker.

If it is thought necessary to start in Poole Harbour the Committee Boat Race Officer must comply with the Poole Harbour Commissioners Yacht Racing Criteria. Note that the Harbour Control Officers have the authority to prohibit racing through the entrance if they believe that the conditions and circumstances pose too great a risk.

Swanage Bay Starting Line: A Committee Boat Line.

Swash Starting Line: Leave Swash Channel Buoy No 3 to starboard on a transit formed between Swash Channel Buoys No.3 and No.4. All competitors shall then pass between Swash Channel Buoys No 1 and No 2. **SEE ILLUSTRATION ON PAGE 36**

St Vaast Starting Line: A Committee Boat Line in the vicinity of the La Dent (South Cardinal) Buoy or Le Gavendest (South Cardinal) Buoy.

Weymouth Starting Line: A Committee Boat Line.

Yarmouth Starting Line: A Committee Boat Line to the east of the pier.

7.3 Alternative Line Starts

7.3.1 Alternative line start methods

The Race Officer may use an alternative strategy to minimise the time taken to start both the race and the Committee Boat, while providing a fair and clearly defined start for all competitors. These alternative line start methods may result in a lack of visual signals. This S.I. over rules the RRS Rule 26 requirement regarding visual signals when an alternative line start method is used as defined below.

7.3.1.1 Fixed Marks – Using a line between two points/buoys with the Start Boat hovering outside of the line.

7.3.1.2 Transit Start – Using 2 fixed marks/features to form a transit, with the start line along an extension of the transit limited by the Start Boat as ODM.

7.3.1.3 Hover Start – The Start Boat hovers at one end of a line set off a fixed mark, using the motor to stem the tide.

7.3.1.4 Convoy + Fender – On occasions of little or no wind, the Start Boat may signal by VHF to 'follow me' and set off towards the destination leading the fleet until a sailing breeze materialises. If the race officer cannot then find a suitable fixed mark, a fender or dan-bouy will be floated and used as an ODM to define a line off the Start Boat. The Start Boat will then drift with the tide hopefully in harmony with the ODM.

7.3.2 Time for Starting

Any boat acting as a Start Boat shall make every effort to start as soon as possible after the completion of her duties and to avoid all unreasonable delay in starting.

7.3.3 Away Starts

For starts other than from Poole, the Race Committee may vary all instructions to suit changed circumstances. Competitors must listen on VHF as per S.I.4.1. or check with the Race Officer before the first warning signal.

7.3.4 Poole Starts

If the forecasted weather conditions dictate a race may be postponed to the following day. The postponement will be notified by e-mail by midday on the day before the scheduled race and also by VHF as per S.I.4.1 on the day of the race. The proposed start time of the postponed race will be announced with the notification of the postponement. Instructions regarding the postponed race may be varied from the original race by the race committee. If instructions regarding the postponed race change the published destination of the race no points from the race will count towards any race series.

7.4 Recalls

Recalls may be notified on VHF as per S.I.4.1. The start of a class, which has been signaled for a General Recall, will be postponed until after all other classes have started. This amends RRS 26 and 29.2 and the meaning of 1st. Substitute.

1. FIXED MARKS

Fixed mark A



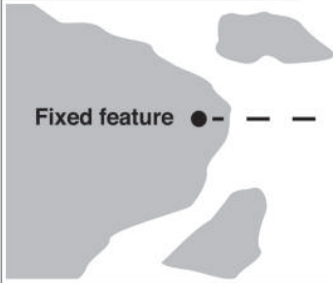
Fixed mark B



Start boat 'hovering' under motor

2. TRANSIT START (eg Poole Swash Line)

Fixed feature



Fixed mark



Start boat as ODM but not necessarily on line



3. HOVER START

Fixed mark



Start boat 'hovering' under motor

4. CONVOY + FENDER START

Fender or danbouy drifting with tide



Start boat drifting with tide



7.5 Gate Starts

Note - Gate starts are only to be used for monohull races as per S.I. 7.1. If a multihull start is required this shall be provided at the time stipulated in S.I. 5.2 by the starting boat using S.I. 7.2. If one gate start is being used for all the monohull classes it will be at the latest of the subsequent start times for the classes affected.

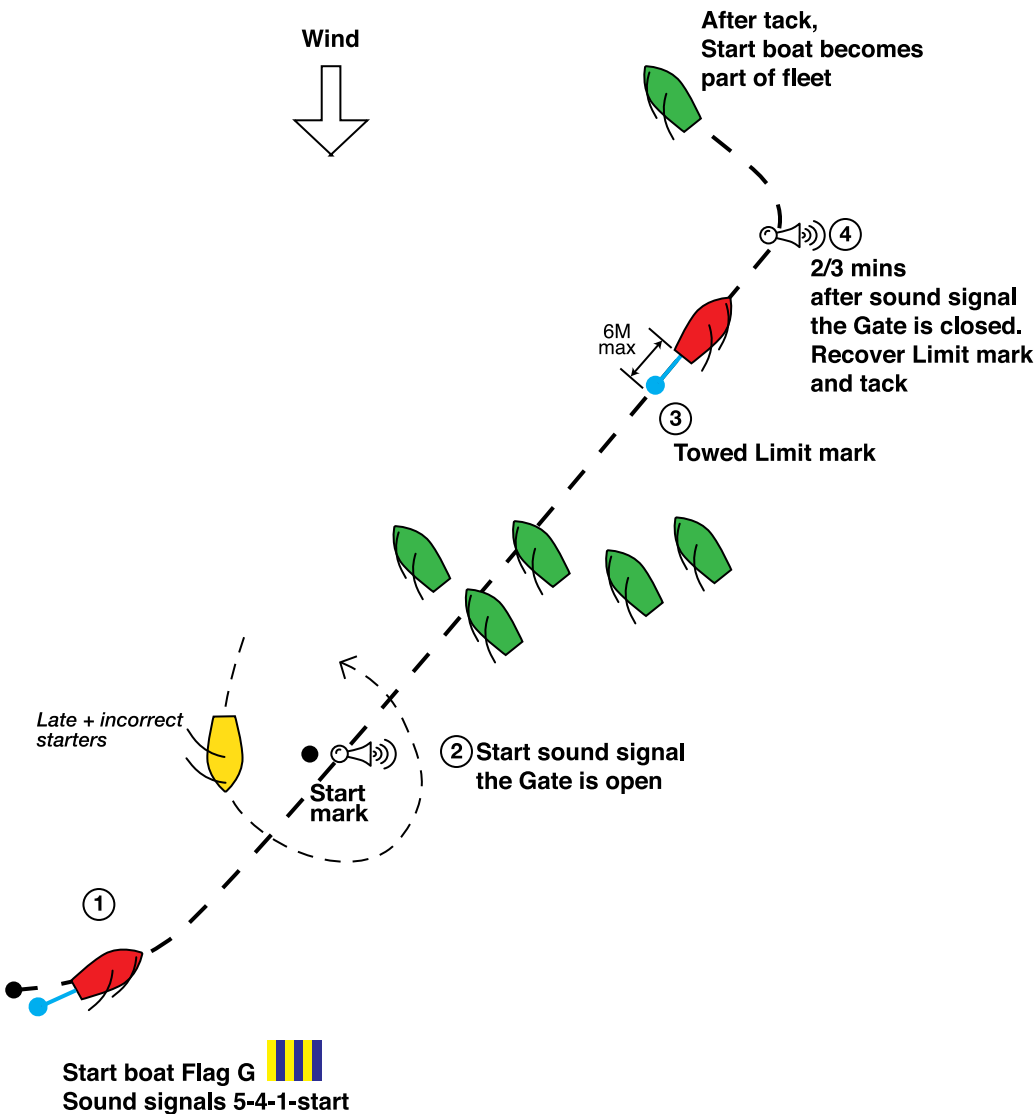


Illustration by di@the-designworks.co.uk

A) Starting Area

This will be in the vicinity of the Start Mark. The identity of the Starting Boat and Start Mark will be announced to competitors in accordance with S.I.4.1

B) Starting Signals

These will be made from the Starting Boat, which will also act as the Pathfinder. Sound Signals only will be made; there will be no visual signals. This amends RRS 26.

C) Pathfinder

The pathfinder will fly Int. Code Flag G from her backstay or similar position, from the Warning Signal until the closure of the gate, or such later time at her convenience.

D) Positioning of Pathfinder

Approximately 30 seconds before the starting signal, the pathfinder will commence a close-hauled port tack from the vicinity of the Start Mark. She may tow a limit mark behind her; no more than 6m astern of her.

E) Starting Line

The starting line for all boats, except the pathfinder and those boats starting in accordance with S.I.7.5.8 is between the Start Mark and the pathfinder. If the pathfinder has elected to tow a limit mark the start line is between the Start Mark and the limit mark towed by the pathfinder. All Starting boats shall cross the start line on starboard tack.

F) Length of Starting Line

The pathfinder will maintain her course for the length of time communicated in accordance with S.I.4.1, which shall be either 2 minutes or 3 minutes. At the sole discretion of the pathfinder, the pathfinder may close the line before the stated time if she is satisfied that all competitors in the vicinity of the start have started correctly by the time she closes the line. The pathfinder does not have discretion to lengthen the line beyond the stated time.

G) Closing the Line

After the required time the pathfinder will make a sound signal, retrieve the limit mark, and tack. Once she has completed this tack she is deemed to have started. Any other competitor who is the pre-start side of a line between the stern of the pathfinder as she completes her tack, and the start mark, must start in accordance with S.I.7.5.H.

Note: If another class is to start following the current class, the pathfinder may release the limit mark to free float instead of retrieving it.

H) Incorrect and Late Starters

Any boat, not having correctly started, which passes on the port side of the pathfinder whilst the gate is being opened, or which is a late starter for any reason, shall start by rounding the start mark to port, such rounding to include a gybe. This rounding of the start mark shall be after; and in addition to, any penalty taken in accordance with S.I.7.7 Use of Engine at Start.

I) Interference with Pathfinder and/or limit mark

After the Preparatory Signal a boat shall not interfere with the unobstructed sailing of the pathfinder; or with the limit mark towed astern of her. Any boat that so interferes, or causes any

other boat to interfere, shall retire from that race and any subsequent restarts of that race. Any boat so failing to retire shall be reported to the Race Committee by the pathfinder and will be disqualified. Any such disqualification shall not be used as a boat's discard in that series. This amends RRS 63.1

J) Ranking as Marks

The start mark, the pathfinder and the limit mark towed astern of her all rank as starting marks until the pathfinder completes her tack on closing the gate.

K) Touching a Mark

When a boat cannot otherwise avoid touching a starting mark she may hail a right of way boat for room, and shall thereafter retire or protest as necessary.

L) General Recall

In the event of a significant error in the starting procedure of a gate start, or for any other reason, the Starting Officer may signal a general recall at any time before the closure of the Start Line.

7.6 Keeping clear of the Starting Lines

After the Warning Signal of a class, all other classes shall keep clear of the Starting Line.

7.7. Use of Engine at Start

A Boat, in order to arrive in the vicinity of the Starting Line after the Preparatory Signal, may use her engine or be towed into the vicinity of the Starting Line in order to rank as a starter. A boat availing herself of this privilege shall, before crossing the Starting Line, cease to use her engine or drop her tow and shall turn through not less than 360 degrees, keeping clear of all competing boats which are starting, or have started correctly, before regaining her right of way. A boat, which takes advantage of this privilege, shall report the circumstances with a Declaration to the Finishing Officer, Class Captain or Hon. Records Secretary immediately after the race. The Race Committee shall decide whether she is to be regarded as a bona fide starter. (This rule is for the benefit of Competitors who otherwise, genuinely, would not have been able to be at the Starting Line in time. It is not intended to be used to assist in manoeuvring at the start after the Preparatory Signal. Any boat so doing shall be subject to disqualification).

7.8. Adverse Conditions

- A)** The Race Committee will endeavour to start all races as shown in the programme. Notwithstanding this instruction, the rights of the Race Committee under the RRS to abandon, cancel and re-sail races are not affected.
- B)** For all classes: at the discretion of the Race Committee, the start may be delayed and the course and destination of any race may be changed. Listen on VHF as per S.I.4.1. for details of revised course. In this event Code Flag 'C' may be flown either from the Starting Boat or Starting Station as appropriate. This amends the RRS meaning of Code Flag 'C'. If the advertised race was a Cross Channel Race its replacement, unless a Cross Channel Race, shall not count for points.

- C)** For all classes: at the discretion of the Race Committee the return race from an 'away destination' may be brought forward to take advantage of a weather window before impending adverse conditions. Every effort shall first be made to inform all known entrants by VHF as per SI.4.1 and by mobile phone where contact numbers have been supplied.

8.0 Additional Rules Whilst Racing

8.1. Use of engine During a Race

- A)** Attention is drawn to "INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA", rule 9(b), 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*". Examples of narrow channels and fairways are the buoyed channels in the Solent between the Needles Fairway and the Nab Tower; the Swash Channel, the entrance to Poole Harbour; the buoyed channels within Poole Harbour and the entrances to Portland and Cherbourg. In order to avoid impeding commercial shipping that is under way in a narrow channel or fairway, a boat may use her engine, or any other means of propulsion, without retiring. This modifies RRS 42 as permitted under RRS 42.3h.
- B)** If the engine is used under 8.1a or during a race to recover crew or to render assistance or to avoid danger; details of the incident shall be reported to the Class Captain at the earliest opportunity and to the Hon. Records Secretary when reporting results. When a Committee Boat is employed; the incident shall be reported to the Committee Boat when finishing.

8.2. Automatic Steering

The use of automatic or mechanical steering devices shall be permitted for passage races. Its use is not permitted for any Class racing in the Two Handed Series.

8.3. Adjustable Keels

A boat with an adjustable keel must race with it fully extended. Adjustment during a race is not permitted.

8.4 Alternative Penalties

- A)** For Passage and Channel Races the Scoring Penalty RRS 44.3 shall apply. The number of places for calculating the penalty shall be 1.
- B)** For all other races one - turn and two - turn penalties, RRS 44.2 will apply.

8.5. Shortened Course

All Classes: RRS 32 will apply when a committee boat is in attendance and monitoring the finish. A starting committee boat may request all boats to record times when passing certain marks of any course at a specific compass bearing or gate/s. In the event that no boat in any individual class is able to complete the full course within the specified time limit, at the Committees discretion such times may be utilised to confirm shortened course finishing times and results.

9.0 Finishing

The Poole Finish

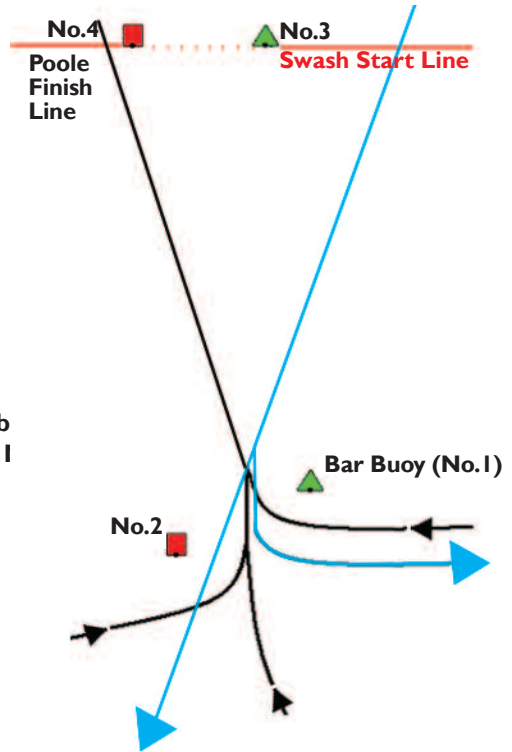
No matter from which direction you come you must go between Bar Buoy (No.1) and No.2.
See illustration

Finish leaving Swash Channel Buoy No 4 to starboard with the finish line defined by a transit of buoys Nos 3 and 4.

The Swash Start Line

is indicated in red with your likely route in black.
You must go between Bar Buoy (No.1) and 1

NOTE:
Informative, written SI
takes precedence



9.1. Finish Lines

Committee Boat: The boat shall be identified by a Blue Flag, and shall broadcast its location together with a description and location of the ODM to competitors on VHF as per S.I.4.1, if either differs from the start. The ODM may be laid specifically for the purpose, but can be any suitable mark or buoy used for racing or navigation.

Alderney Finish Line: From inside Braye Harbour when the end of the Admiralty breakwater bears 300(M) by hand bearing compass.

Bay Finish Line: A Committee Boat line within Poole Bay utilising a suitable buoy as the ODM.

Beaulieu Finish Line: A line formed by bringing into transit the Raymarine Race Mark and a Red Dolphin with a white band known as the Beaulieu Spit Beacon (5 secs R), the ODM being the East Lepe Buoy.

Bembridge Finish Line: A transit of the tidal gauge LY 2s 50°42.45N 001°05.02W and the W Seamark 50°42.09N 001°05.95W, passing to the east of the tidal gauge.

Cherbourg Finish Line: A transit along the seaward face of the Digue du Homet at the entrance to the Petit Rade (F.G. 10m 10M) to starboard and a large red buoy to Port approx. 2.5 cables (Gp Fl(2) R.6s).

Committee Boat Finish line: A line between the main mast of the Finishing/Committee Boat and an Outer Distance Mark (ODM).

Dartmouth Finish Line: Yachts shall pass between 'Homestone' (port hand IALA bouy) and 'Castle Ledge' (starboard hand IALA bouy) with the finish line formed by a transit of the two south cardinal bouys guarding the Mew Stone to the east.

Gospport Finish Line: Leave 'Darling Associates Architects' (Yellow Race mark) to starboard and take time when mark bears 180 (M) by hand bearing compass.

Guernsey Finish Line: When 'Reffee', south cardinal, position 49 degrees 27.81 minutes north and 002 degrees 31.18 minutes west, bears 270 degrees magnetic, ODM Alligande Beacon.

Hamble Finish Line: After passing Calshot Castle to port, a transit to port formed by Hook Bell Buoy (Q.G.(I) I5s) and No.2.buoy (Fl.R.3s), outer distance to starboard is a yellow buoy Coronation (Fl.Y.5s).

Hurst Finish Line: A line formed by bringing into transit NE Shingles Buoy (Q(3) 10 secs) and the Warden Buoy (Fl.G 2.5 secs), leaving NE Shingles to starboard, the ODM being Hurst Point.

Lymington Finish Line: A line between the flag staff on the Royal Lymington start box flag staff and the ODM yellow race mark Royal Lymington/Yacht Haven lying to the South. (NB: PYRA Competitors should take care not to disrupt any boats using the same line to start a race)

Medina Finish Line: The line is a transit to starboard of Gurnard North Cardinal and Egypt Point Light with North East Gurnard as the outer distance mark.

Poole Finish Line: All yachts shall pass between Swash Channel Bouys Nos.1 and 2 and finish leaving Swash Channel Bouy No 4 to starboard with the finish line defined by a transit of Bouys Nos 3 and 4. <<<<<<<< **SEE ILLUSTRATION** <<<<<<<<

Pursuit Race Finish Line: A moving line that will be established at Finish Time in the vicinity of the leading boat..

RMYC (Royal Motor Yacht Club) Finish Line: A line joining the flagstaff on the RMYC first floor veranda, (with an orange top section) and an ODM. If it is thought necessary to finish in Poole Harbour the Committee Boat Race Officer must comply with the Poole Harbour Commissioners Yacht Racing Criteria. Note that the Harbour Control Officers have the authority to prohibit racing through the entrance if they believe that the conditions and circumstances pose to great a risk.

St Vaast Finish Line: The line, approximately 5 cables long, is a transit of the two South Cardinal Bouys, La Dent and Le Gavendest extending Eastwards and limited at Longitude 01.13.00W.

Swanage Bay Finish Line: A Committee Boat line in a position approximately 6 cables NE of Swanage Pier, using a suitable mark or buoy as the ODM.

Torquay Finish Line: A line formed by bringing into transit the beacon (QG) on the end of Haldon Pier and a starboard hand IALA bouy guarding the end of the pier. The line is limited by the shoreline to the west.

Weymouth Finish Line: A transit of the seaward face of the North-Eastern Breakwater taken whilst passing through the North Ship Channel into Portland Harbour. The ODM is the Northern Arm.

Weymouth-2 Finish Line for night-time use: A Line formed by a flashing light at end of stone pier (Q 10m 9M) bearing 180 M.

Yarmouth Finish Line: Pass Sconce (North Cardinal) Buoy (50 42.53N. 01 31.43W) to Port and finish on a line formed by bringing into transit the Church Tower flag pole and Black Rock starboard hand IALA bouy (50 42.57N. 01 30.59W).

Yarmouth-2 Finish Line for use when approaching from the East: A line formed by bringing into transit the Church Tower flag pole and the pole supporting the red leading lights on the end of Yarmouth Pier. The outer limit is an extension of the transit between the Black Rock (Stbd. hand) Buoy and the Sconce (North Cardinal) Buoy.

9.2. Time Limit: RRS 35 shall not apply.

If the leading boat finishes within the last 1/2 hour before the stated time limit then the time limit shall be 1/2 hour from that finish time. For Cross Channel races the time extension shall be 3 hours. Boats not finishing within the time stated limit or its extension will receive retirement points. In the event of a delayed start, the time limit will be extended by the length of that delay.

9.3. Finishing Times and Self Timing

- A)** All competitors shall record their finishing times in all races in hours, minutes and seconds using BST.
- B)** All competitors are required, when circumstances permit, to identify and time the finish of the boat immediately ahead and astern as accurately as possible.
- C)** All competitors are required to give their times to the Records Secretary as soon as possible.

Two methods of submitting results are preferred over any others:-

- 1) **Via the PYRA Web Site Submit PYRA Race Result page:**
<http://www.pyra.org.uk/sailing/submit-race-results/>
For races finishing away from Poole, finishing times should be handed to the Class Captain as soon as possible
- 2) **Via e-mail to results@pyra.org.uk**
The e-mail should include:
The Race(s) competed in,
The Name, Class and Sail Number of the boat,
The Finish Time in BST Hrs/Min/Sec,
Where possible the name or sail number of the boat ahead and astern.

If racing in Class 4 and more than two persons were on board during the race you must include the number on board with the submission.

D) The time limit for handing in results is 18.00 on the day following the race. For a group of races such as Poole-Alderney-Poole it is the last race of the group. There shall be no exception. Failure to comply shall result in a boat being deemed to have retired.

9.4. Retirements

- A)** A boat, which has retired, shall strike her class flag and fly the appropriate ensign. She must keep clear of competitors who are still racing and advise the Class Captain, Records Secretary or Finishing Officer as appropriate, as soon as possible.
- B)** Failure to notify retirement, especially on Cross Channel or night races may result in the unnecessary deployment of search and rescue services. Competitors are therefore strongly recommended to enrol on HM Coastguard safety Identification Scheme CG66 with a nominated Shore Contact who may alert HMCG in the event of non-arrival.

9.5. Race Results

A provisional result may be calculated and announced as soon as possible after the last boat has finished. Official results with corrected times shall be calculated by the Committee and a copy shall be displayed on the PYRA Website.

10.0. Protests

10.1. Protest Committee

The Protest Committee shall be appointed by the Sponsoring Club or in default by the General Committee.

10.2. Protests

Protests shall be delivered to the Hon. Secretary of PYRA within 48 hours of the finishing time of the protesting boat. If the race is one of a group then within 48 hrs of the finishing time of the protesting boat in the last race of that group.

In the case of a Regatta, including the PYRA Open Cruiser Spring Regatta, protest forms are to be delivered to the sponsoring club within 2 hrs of the finishing time of the protester in the last race of the day.

11.0 Scoring System

11.1 Sailover

In the event of only one boat starting, providing she sails the course and finishes correctly, she shall be awarded the trophy and points for that race.

11.2 Races to count

The number of races to count shall be as detailed in SI 5.2.

PYRA Challenge Trophies

CLASS 1

Poole to Poole Series Cobham Cup
Passage Series A Chrissy Trophy
Passage Series B Breakaway Cup
Cross Channel Bert Lockyer Memorial Trophy
Overall Points over 1.000
Wilson Walton Trophy
Overall Points 951 to 999 Tigo Trophy

CLASS 2

Poole to Poole Series Anvil Trophy
Passage Series A Fore Bitters Trophy
Passage Series B Leap Cup
Cross Channel Lyn Powell Memorial Trophy
Overall Points 901-950 David Sadler Bowl
Overall Points 900 or less
Waarschip Trophy

PHOTO COMPETITION

When away on PYRA trips
take your camera and record
the event.

A prize will be awarded to the
contributor of the best photo.



STARBOARD!!!! By Myriam Paish

CLASS 3

Poole to Poole Series Marguerite Cup
Passage Series A Chasse Maree Cup
Passage Series B
Class 3 Goblet Passage Series B
Cross Channel Max Marine Challenge Bowl
Overall Points Class 3 Goblet Overall Points

CLASS 4

Poole-to-Poole Series
Poole Yachting Week Trophy
Passage series A
Portman Building Society
Passage Series B B Class Saturday Points
Cross Channel Poole Yachting Week Tankard
Regatta Series Wadworth Trophy
Overall Points Coventry Cup

CLASS 5 MULTIHULLS

Season Overall Points Harry Evans Cup

ALL CLASSES

Pursuit Race Trophy Morning Brig
Most contribution to PYRA
Rosemary Marsden Trophy
Best Newcomer Walters Cup
**Boat entering most races having the
least success** Jack Goodricke Plate
**Leading Yacht Round ISC The Island
Race completing as an ISC rated boat,
also completing in the PYRA Poole-
Coves Race.** Aimee Trophy
Production yacht best points all series
Yachting Monthly Trophy
Boat with age allowance Taffrail Bowl

OTHER TROPHY (which will be
presented with the Parkstone YC trophies)
**Leading Yacht in the ISC Round The
Island Race completing as an IRC rated
boat, which also competed in the PYRA
Poole-Coves Race** Regent Cup

How to ensure that you get a result recorded

Results should be submitted either:-

Via the PYRA Web Site - Results Submit PYRA Race Results Page -

<http://www.pyra.org.uk/sailing/submit-race-results/>

Or e-mailed to: results@pyra.org.uk

Subject should contain:-

- **Race number(s) – Boat**

Your e-mail text should include:-

- **The race(s) you have competed in**
- **The name, class and sail number of your boat**
- **Your finish time(s) in BST Hrs/Min/Sec**
- **Where possible the name or sail number of the boat(s) ahead and astern**

If you raced in Classes 4 and more than two persons were on board over the age of seven years during the race the number on board is to be reported with the finishing time. (Crew will be counted as 8 years old, or older, if they attained the age of 8 before the 1st September of the preceding year (as per school year)).

The time limit for notification to the records secretary is 18.00 on the day following the race or group of races, so for a weekend away, eg Friday to Sunday the latest time to get your result in is 18.00 on the Monday.

SelfTiming - BST/GPS

All times in the Red Book are BST, BST is UTC+1 hour.

- Radio time signals can be used to synchronise watches, but not from a DAB radio as the signals from these are delayed.
- Watches could be synchronised to the Anthorn radio clock signal or to any other source accurate to the nearest second, eg www.time.is. see also www.pyra.org.uk
- GPS time is not UTC. Most modern GPS units apply a correction to GPS time to display UTC, usually with an additional time zone correction. However the UTC correction is sent periodically as part of the GPS signal so if you use the time displayed on a GPS ensure that it has "caught up" with UTC, which may take several minutes.
- Radio controlled clocks and watches can jump when a correction is applied, indicating that they are not always "spot on".
- It is the competitor's responsibility to report the boat's finish time accurately in BST to the nearest second.

Acting as start boat

If you volunteer or are requested to act as Start Boat, as a minimum you will need:-

- Red Book
- PYRA flag
- Horn or Whistle
- Start list
- Pen/pencil
- VHF tuned to Ch M2 (ideally cockpit operated or handheld),
- Watch/timepiece (see Red Book notes above regarding Self Timing - BST/GPS)
- An Orange Flag
The flag is desirable for unique identification but not essential

Consider well in advance (in discussion with Class Captains) preferred courses and how the start is to be organised bearing in mind available marks, tide and wind conditions. There are a number of start options available to you as described in - Red Book, Part Two Sailing Instructions, 7.3.1 The Starting System. Class captains may request course changes up to 30 mins before the first start. Once on station, decisions must rest with the Race Officer, i.e. you.

With decisions to be made and competitor radio traffic, it can get hectic in the lead up to the start so leave the dock in good time to be on station ideally 30 mins, not later than 20 mins (and certainly minimum 15 mins). Before the first Start use flag signals but if this is not practical/possible do the following.

Fly the PYRA Flag and ensure sound signal can be heard via VHF

- 1 30 mins before 1st Start – Request radio check from any PYRA vessel.
- 2 Following confirmation advise fleet e.g. *“All PYRA vessels, all PYRA vessels - This is your Committee Boat (repeat boat name). We are on station at/en route to It is our intention to start the ... (sponsors name)....race to..... with the 1st start at.....hrs in accordance with the Red Book. (If late advise that Flag AP is flying). We will repeat this message in approximately 10 minutes. In the meantime, if there are any line entries please advise as soon as possible. This is listening on channel M2”*
- 3 If line entries are requested, note Name, Sail Number and Class.
- 4 20 mins before 1st Start – Repeat *“All PYRA vessels, all PYRA vessels – This is your Committee Boat, (repeat boat name). We are on station at/en route to It is our intention to start the (sponsors name)....race to..... with the 1st start at.....hrs in accordance with the Red Book. (If late advise that Flag AP is ‘flying’). We will transmit a time check in approximately 5 mins at.....hrs. In the meantime, if there are any line entries please advise now. Line entries will not be accepted after the 1st Warning Signal. This is listening on channel M2”*
- 5 16 mins before 1st Start – Time check warning - *“All PYRA vessels, all PYRA vessels - This is your Committee Boat, (repeat boat name). A time check forhrs will follow in approximatelyseconds — pause — 15 seconds, 10 – 5-4-3-2-Mark. That was your time check forhrs. The Start Line is ... (describe Line and repeat clearly). The course for class.../all classes (as appropriate) will be (Please take your times at intermediate marks if appropriate). For away destinations confirm the RV arrangements and Sponsor name. Also request that Finish Times are handed to class captains for provisional results. Conclude “This is listening on channel M2”*
- 6 10 mins before 1st Start - *“All PYRA vessels, all PYRA vessels - This is your Committee Boat The course for class.../all classes (as appropriate) will be (Please take your times at intermediate marks if appropriate). The first warning signal for class 5 will be at.....hrs. (Clarify that you will run through the start sequence for each class even if there are no competitors in a particular class). This is on channel M2”*

76 mins before 1st Start if AP has been 'flying' - 2 x sound signals and transmit - "That was the signal for AP Down"

- 8 5 mins before 1st Start – 1 x sound signal and transmit - "That was the Warning Signal for Class 5."
- 9 4 mins before 1st Start – 1 x long sound signal and transmit - "That was the Preparatory Signal for Class 5."
- 10 1 min before 1st Start – 1 x sound signal and transmit - "That was the 1 minute Signal for Class 5."
- 11 1st Start/5 mins before 2nd Start – 1 x sound signal (If any boat is OCS a 2nd sound signal is required. If too many boats are OCS to allow identification, a 3rd sound signal is required promptly to notify a General Recall.
- 12 4 mins before 2nd Start - 1 x long sound signal and transmit - "That was the Preparatory Signal for Classes 3 + 4." etc etc etc
- 13 As soon as possible following last start and clearance of line by any restarting OCS boats, hoist sails, stop motor and cross the start line noting your own StartTime.
- 14 Following race confirm number and names of competing boats with each class start time to the Results Officer. Remember to advise your own 'late start time'.

Social Arrangements

PRIZE GIVINGS

Poole YC & PYRA Prize Giving Saturday 27th October at 20:00 The Poole Yacht Club
Table Bookings 01202 666668

Royal Motor & PYRA Prize Giving Thursday 22nd November Royal Motor Yacht Club
Table Bookings 01202 707227

Parkstone YC & PYRA Prize Giving TBA Parkstone Yacht Club
Table Bookings 01202 738436

PYRA AGM TBA

The Candlelight Dinner & Dance

Saturday 8th December 2018
at The Poole Yacht Club

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