

Summary of the relevant sections from 2020 PYRA Red Book for Day Race 5+6 (15th + 16th August 2020)

PYRA

This is a Summary of the relevant sections from the 2020 PYRA Red Book for Day Races 5+6 (15th + 16th August 2020). The full 2020 PYRA Red Book (Handbook and Programme) together with 2020 Red Book Amendment 3 takes precedent over this summary The 2020 Red Book and Amendment 3 can be found at: -<https://www.pyra.org.uk/sailing/2020-red-book/>

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PYRA DAY RACES - Saturday 15th August 2020 and Sunday 16th August 2020

- **Committee Boat start in Poole Bay : Start time 12:00 : All competition non-spinnaker**

1. STATEMENT OF RISK

- a) All racing will be held in compliance with the guidelines set out by Public Health England and the RYA and may be subject to, last minute, change.
- b) Crew composition must comply with Government guidance on social distancing and mixing of persons from more than one household bubble.
- c) What's currently allowed / Event Guidance:
 - i) "Up to six people from different households can mix in the open air while maintaining the correct social distance".
 - ii) "People from a maximum of two household bubbles can mix indoors maintaining social distancing".
 - iii) "Correct Social Distance is 2metres where possible otherwise 1 metre PLUS".

2. SELF SUFFICIENCY AND SAFETY

- a) You must carry all equipment to be self-sufficient as required. The means of hand washing and sanitising on board should be adequate for everyone. Life jackets shall be worn at all times, including pre and post-race, from leaving until returning to dock to reduce personal risk. PYRA boats should be especially vigilant and be prepared to assist other competitors in order to avoid the risk of an emergency call out. Two competitors will be nominated as 'Guard Boats' and they should be the first point of contact, on the race control channel, for any competitors who experience a non, life-threatening problem. All competitors must report their completion of the course or retirement, to the committee boat after the finish but before they enter Poole Harbour. A guard boat will remain in the vicinity of the race course until all competitors have re-entered Poole Harbour.

3. ENTRIES, CLASSES AND RATINGS.

- a) All boats will race as a single class. A class flag shall be flown to show that the boat is racing.
- b) All competition will be non-spinnaker (or any other loose luffed headsail), using the non-spinnaker rating.

4. WEATHER.

- a) With due regard to the potential involvement of emergency services, at the Race Officer's discretion, racing may be cancelled if forecast winds are above 20 knots.

5. GENERAL WARNINGS

- a) Bearing in mind the unusual circumstances, entrants are requested to be especially considerate of other competitors and be mindful of the public perception of sporting activity and the practical safety issues arising from the Covid 19 pandemic. Competitors are advised to use personal travel in arriving and departing from their boat wherever possible.
- b) Any person exhibiting symptoms of Covid 19, or who suspects that they may be at high risk of infection, through contact or particular vulnerability are specifically requested not to sail

6. Rules

- a) Racing will take place under the World Sailing Racing Rules of Sailing 2017-2020 (RRS), the World Sailing Offshore Special Regulations 2018 - 2019, the prescriptions of the RYA, and these sailing instructions.

7. Conditions of Entry

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) Race Entries

- a) Entry lists shall close at 1200 hrs. on the Wednesday prior to the day of the race concerned.
 - i) A boat shall be entered either by:-

- (1) Making an entry via the PYRA Web site Enter PYRA Event Page - <http://www.pyra.org.uk/sailing/enter-pyra-event/>
- (2) Making an entry via e-mail to PYRA Sec: secretary@pyra.org.uk
 - (a) The subject of the e-mail shall be of the format:
 - (b) Race Entry, Race Number and Boat Sail Number. The body of the message shall be of the format: Race Title, Race Number, Sail Number, Boat Name & Class.
- (3) Making a line entry. A competitor finding it necessary to make a line 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.

8. Communications with Competitors

- a) Radio Communications
 - I. 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.
 - II. 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.
- b) Alterations to Sailing Instructions
 - i) Changes on the day will be conveyed to competitors via VHF
- c) Postponement and Abandonment
 - i) In the event of abandonment competitors will be notified via VHF at approximately 60 and 30 minutes before the advertised first start time

9. Race Programme

- i) COURSES WILL BE ANNOUNCED ON VHF. The final announcement of the course will be after the 4-minute signal.
- ii) Courses may be based on the list of marks below and any feature on a current Admiralty Chart, any other established racing mark.
- b) Schedule of Races - All times are BST.

RACES ARE SELF-TIMING IN ACCORDANCE WITH **13. C) below**

August - Saturday 15th - Day Race

Note – Special Notice of Race (Red Book Amendment 3) applies to this race.

Start Time – 12:00

Finish line – Poole, [See 12. A\) below](#)

Start Line – Committee Boat – Poole Bay

Time Limit - 16:30

August - Sunday 16th - Day Race

Note – Special Notice of Race (Red Book Amendment 3) applies to this race.

Start Time – 12:00

Finish line – Poole, [See 12. A\) below](#)

Start Line – Committee Boat – Poole Bay

Time Limit - 16:30

10. Marks

Alum Chine Outfall (50,42.32N 01,53.40W)	North Head (50,42.69N 01,35.52W)
Atomic Buoy (was Arish Mell Outfall) (50,35.07N 02,11.67W)	Perenco Wych Farm (50,40.31N 01,52.45W)
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 (CSC Race Mark) (50,43.01N 01,38.02W)
Bournemouth Outfall (50,42.60N 01,52.31W)	Shore Road (50,41.47N 01,55.39W)
Branksome Outfall (50,42.25N 01,54.31W)	South Hook Cardinal (50,39.61N 01,55.20W)
Chalys (50,38.61N 01,55.78W)	Southbourne Outfall (50,42.92N 01,49.11W)
DZB Buoy (50,32.11N 02,05.92W)	Stevenson Moorings (50,39.45N 01,56.85W)
East Hook (50,40.58N 01,55.23W)	Stoneways Marine Insurance (was MS Amlin) (50,40,31N 01,54.02W)
East Looe 2 (50,41.07N 01,55.83W)	Swash Channel No 2 (50,39.23N 01,55.24W)
Hengistbury Head (50,42.55N 01,44.38W)	Swash Channel No 3 (50,39.76N 01,55.49W)
Jenkins Marine (50,41.24N 01,52.67W)	Swash Channel No 4 (50,39.72N 01,55.60W)
Ledge Buoy (50,41.60N 01,41.50W)	Swash Channel No.8 (50,40.50N 01,56.26W)
Mid Bay Buoy (CSC Race Mark) (50,42.60N 01,40.80W)	The Rig Shop (was Vinyl Solutions) (50,41.08N 01,54.26W)
	Warden SHM SRM1M (50,41.48N 01,33.55W)

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

*Identifies Solent Marks

11. Starts

a) Starting System

(1) Either a Line Start or a Gate Start may be used.

b) If a Gate Start is to be used competitors will be informed by VHF. [See 14 below for Gate Start details.](#)

c) Line Start

i) A Committee Boat Line will be a line between the main mast of the Starting Committee Boat and an Outer Distance Mark (ODM). and shall broadcast its location together with a description and location of the ODM to competitors on. The ODM

may be laid specifically for the purpose, but could be any suitable mark or buoy used for racing or navigation.

- d) Recalls
 - i) Recalls may be notified on VHF.

12. Additional Rules Whilst Racing

a) Use of engine During a Race

- i) 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) Automatic Steering

- i) The use of automatic or mechanical steering devices is permitted.

c) Adjustable Keels

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

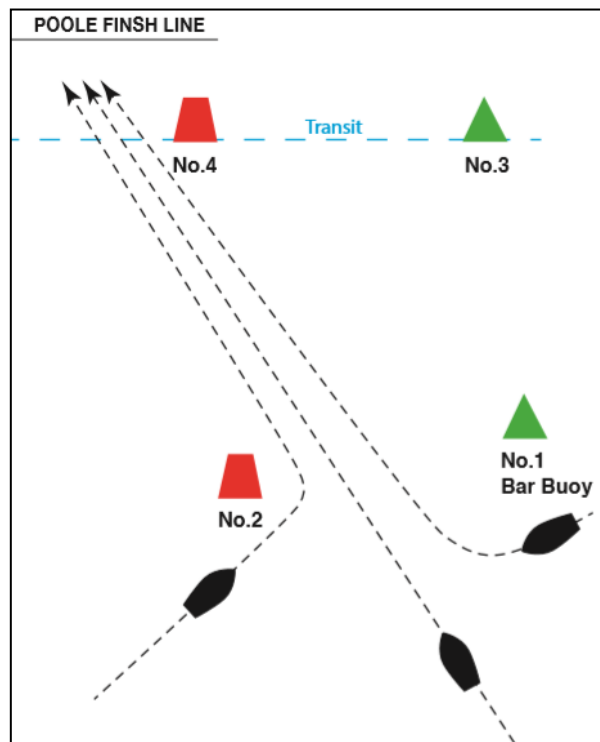
d) Alternative penalties

- i) One - turn and two - turn penalties, RRS 44.2 will apply.

13. Finishing

a) Finish Lines

- i) Poole Finish Line: All yachts shall pass between Bar Buoy No.1 and No.2 and leave No. 4 to starboard. Finish line formed by transit of no. 4 and No.3 buoys.



- b) Time Limit: RRS 35 shall not apply.
 - i) 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.
- c) Finishing Times and Self Timing
 - i) All competitors shall record their finishing times in all races in hours, minutes and seconds using BST.
 - ii) All competitors are required, when circumstances permit, to identify and time the finish of the boat immediately ahead and astern as accurately as possible.
 - iii) All competitors are required to give their times to the Records Secretary as soon as possible.

Two methods of submitting results are available:-

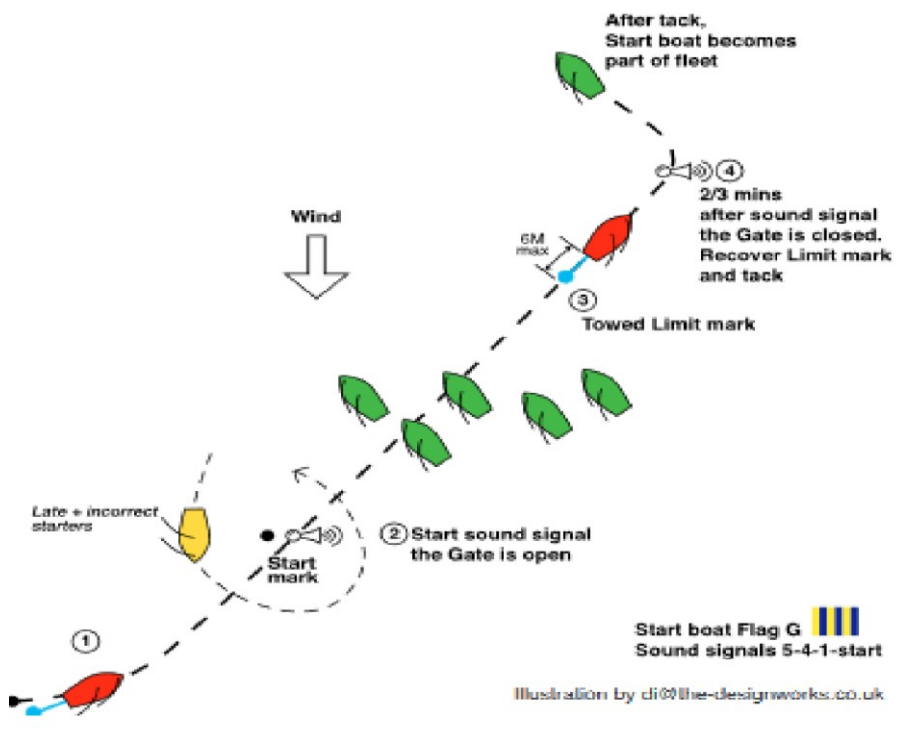
- 1) Via the PYRA Web Site Submit PYRA Race Result page -
<http://www.pyra.org.uk/sailing/submit-race-results/>
- 2) Via e-mail to results@pyra.org.uk
 - a. The e-mail should include:
 - i. The Race(s) competed in,
 - ii. The Name, Class and Sail Number of the boat,
 - iii. The Finish Time in BST Hrs/Min/Sec,

Where possible the name or sail number of the boat ahead and astern.
The time limit for handing in results is 18.00 on the day following the race. There shall be no exception. Failure to comply shall result in a boat being deemed to have retired.

- d) Retirements
 - i) 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 Records Secretary or Finishing Officer as appropriate, as soon as possible.
- e) Race Results
 - i) Official results with corrected times shall be calculated by the Committee and a copy shall be displayed on the PYRA Website.

14. Gate Starts

- a) Starting Area
 - i) This will be in the vicinity of the Start Mark. The identity of the Starting Boat and Start Mark will be announced to competitors via VHF.
- b) Starting Signals
 - i) 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.
- c) Pathfinder
 - i) 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
 - i) 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
 - i) The starting line for all boats, except the pathfinder 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
 - i) The pathfinder will maintain her course for the length of time communicated in

accordance with 9.a) above, 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

- i) 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.

h) Incorrect and Late Starters

- i) 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 14. m) below 'Use of Engine at Start'.

i) Interference with Pathfinder and/or limit mark

- i) 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.

j) Ranking as Marks

- i) 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

- i) 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

- i) 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.

m) Use of Engine at Start

- i) 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, 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).

END