

# **NOTICE of RACE/Sailing instructions**

**Regatta - October 10/11<sup>th</sup> 2020**

## **1. STATEMENT OF RISK**

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.

Crew composition must comply with Government guidance on social distancing,

## **2. SELF SUFFICIENCY AND SAFETY**

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. Boats should be especially vigilant and be prepared to assist other competitors in order to avoid the risk of an emergency call out.

## **3. ENTRIES AND RATINGS.**

The Regatta is open to all boats holding a 2020 VPRS rating.

Boats should enter via the PYRA web site -

<https://www.pyra.org.uk/sailing/enter-pyra-event/>

and monitor the website until the last opportunity before the event in case of changes.

## **4. RULES**

The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

- [https://www.sailing.org/tools/documents/WorldSailingRRS20172020new-\[24067\].pdf](https://www.sailing.org/tools/documents/WorldSailingRRS20172020new-[24067].pdf)

## **5. SCHEDULE OF RACES**

Saturday 10th October races schedule :-

Warning signal will be at 10:30hrs for race 1, race 2 to follow asap.

Sunday 11th October races scheduled for both classes:-

Warning signal will be at 1030hrs for race 3, race 4 to follow asap.

On both days of racing no warning signal will be made after 1500hrs.

## **6. CLASSES and CLASS FLAGS**

All boats will race as a single class. A class flag shall be flown to show that the boat is racing.

There is no restriction on sail plans but the RO will have the ability to embargo spinnakers in the case of strong winds.

## **7. RACING AREAS**

Poole Bay.

## **8. THE COURSES**

The course to be sailed will be broadcast on VHF channel M2 (in the event of this channel being blocked Ch M (37) may be used) for the first race of the day at 30mins before the warning signal and repeated 15mins later. The course for subsequent races will be broadcast as soon as possible after the finish of the previous race.

## **9. COURSE MARKS**

Competitors are urged to download and use the 2020 Poole Bay race mark chart:-

[https://www.parkstoneyachtclub.com/getmedia/7d1fd511-b141-4e46-8447-e84a25a5ffd4/2020\\_Bay\\_Mark\\_Chart.aspx](https://www.parkstoneyachtclub.com/getmedia/7d1fd511-b141-4e46-8447-e84a25a5ffd4/2020_Bay_Mark_Chart.aspx)

Race marks from the follow list will be used:

Alum  
Bournemouth  
Branksome  
Chalys  
East Hook  
EL2  
Jenkins Marine  
Stoneways Marine  
Perenco Wytch Farm  
Shore Road  
The Rig Shop

Bar Buoy

The finish mark will be announced with the course.

## **10. THE START**

Starting System

Either a Line Start or a Gate Start may be used.

If a Gate Start is to be used competitors will be informed by VHF.

See 28. below for Gate Start details.

Line Start

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.

The start sequence for each class will be broadcast on VHF only, flags will not be displayed

Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

A boat that does not start within 15minutes after her starting signal will be scored Did Not Start [DNS] without a hearing. This changes RRS A4 and A5.12.

Recalls

Recalls may be notified on VHF.

## **11. THE FINISH**

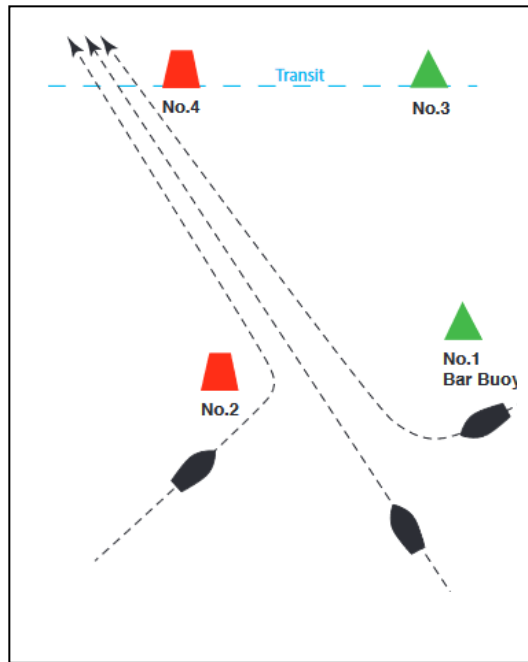
For the first race of the day.

The finishing line will be at a finish mark as announced with the course.

For the second race of the day.

The PYRA Poole Finish Line will be used.

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.

## 12. Finishing Times and Self Timing

All competitors shall record their finishing times in all races in hours, minutes and seconds using BST.

All competitors are required, when circumstances permit, to identify and time the finish of the boat immediately ahead and astern as accurately as possible.

All competitors are required to give their times to the Records Secretary as soon as possible.

The method of reporting times will be announced prior to the start of racing and will involve the use of a mobile phone.

## 13. Retirements

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.

## 14. Race Results

Official results with corrected times will be displayed on the PYRA Website.

## **15. PENALTY SYSTEM**

When a boat breaks one or more rules of Part 2 of the RRS or breaks RRS31, she may opt to perform a two turn penalty OR take a scoring penalty of 2 places that shall not be worse than DNF. This changes RRS 44.

If the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race by her breach, her penalty shall be to retire.

## **16. TIME LIMIT**

Time limits are:

Races 1, and 3 –1.5 hours,

Races 2 and 4 –2 hours.

For races 1, and 3 boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored DNF without a hearing.

For races 2 and 4 boats failing to finish within 45 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

## **17. PROTESTS AND REQUESTS FOR REDRESS**

For each class the protest time limit is 2 hours after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is the later.

## **18. SCORING**

When three or fewer races have been completed a boat's series score will be the total of her race scores.

When four races have been completed a boat's series score will be the total of her race scores excluding her worst score.

## **19. SAFETY REGULATIONS**

A boat that retires from a race shall notify the race committee as soon as possible.

## **20. REPLACEMENT OF CREW OR EQUIPMENT**

Substitution of crew or damaged and lost equipment will be permitted.

## **21. RADIO COMMUNICATION**

Except in an emergency, a boat, that is racing shall not receive voice or data communication that is not available to all boats.

## **22. PRIZES**

This “special” regatta will not count for PYRA points.

## **23. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **24. INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

## **25. RACE RESULTS**

Results will be posted on the PYRA facebook page and the PYRA Website.

## **26. WEATHER.**

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.

## **27. GENERAL WARNINGS**

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.

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.

## 28. GATE STARTS

### 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 via VHF.

### 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.

### Pathfinder

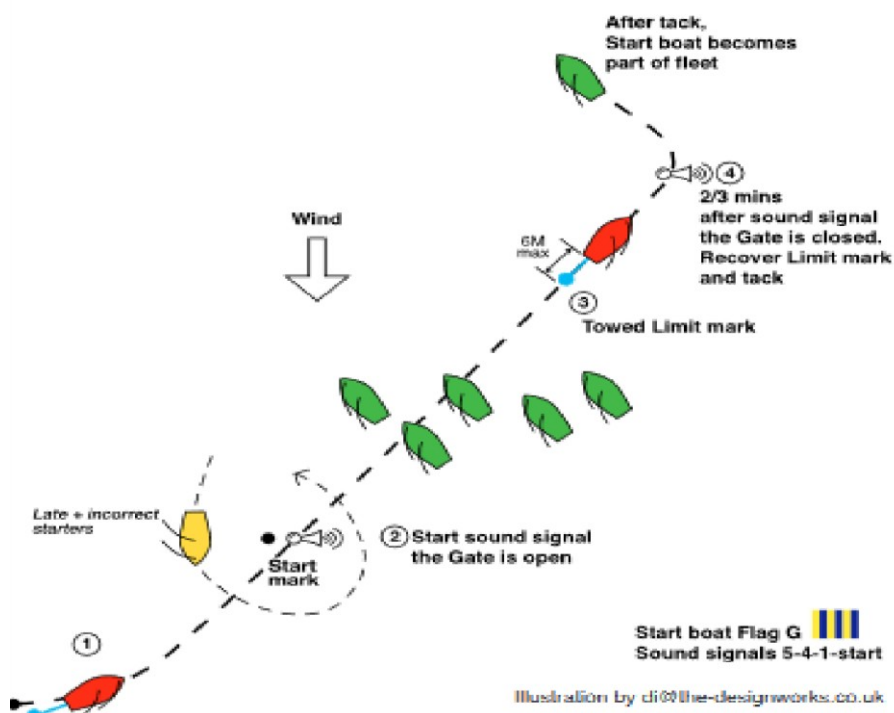
The pathfinder will fly Int. Code Flag G from her backstay or similar position, from the Warning Signal until the closure of the gate, or such later time at her convenience.

### 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.

### Starting Line

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.



### Length of Starting Line

The pathfinder will maintain her course for the length of time communicated, 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.

### 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.

### 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 'Use of Engine at Start' see below.

### 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.

### 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.

### 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.

### 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.



## 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, 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