



THE PELLE P KIP REGATTA 12th AND 13th MAY 2018

SAILING INSTRUCTIONS

The Organising Authority is the Royal Western Yacht Club.

The notation "[DP]" in a rule in the SI means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

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

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located at the Regatta Office, which is situated close to the entrance to Kip Marina Main Reception office.

2.2 VHF announcements to competitors will be on VHF 77 and should VHF 77 be busy or otherwise unusable, VHF 72 will be used instead.

3 ADVERTISING

3.1 Boats shall display advertising supplied by the Organizing Authority on the forward part of the hull. [DP]

4 CHANGES TO SAILING INSTRUCTIONS

4.1 Any changes to the Sailing Instructions, will be posted on the official notice board and on the results website http://www.eastmore.biz/sailing/results_rwyc.php and will be posted before 09.30 on the day they will take effect.

4.2 Any change to the schedule of races will be posted by 20.00 on the day before it will take effect.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the flagpole at the Regatta Office.

5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the Race Signal AP. This changes Race Signal AP

6 SCHEDULE OF RACES AND FLAGS

Class	Handicap	Class Flag	Proposed starting order
IRC 1	>1.040	Numeral 1	Start 1
RC35	1.015-1.040	R	Start 2
CYCA 4	5 - 20	Numeral 4	Start 3
IRC 3	<1.015	Numeral 3	Start 4
Sigma 33	One Design	F	Start 5
Etchells	One Design	E	
Sonata	One Design	O (Oscar)	Start 6
Hunter 707	One Design	G	



- 6.1 The starting order may be changed at any time and will be announced on VHF Ch 77.
- 6.2 The event will consist of up to 5 races with three races planned for Saturday and two on Sunday. Additional races may be sailed on either day, should the Race Committee deem this advisable at their sole discretion. [DP]
- 6.3 The warning signal for the first race will be at 10.30 on both days. Second and subsequent races shall be signalled ASAP following the previous race.
- 6.4 On Sunday 13 May, no warning signal will be made after 15.00.
- 6.5 Class flags should be displayed from the backstay (or from the starboard shroud for boats without backstays). One design classes need not display a class flag.[DP].

7 RACING AREA

7.1 Racing will be held on the Firth of Clyde in the area bounded by Great Cumbrae Island, Cowal, Inverclyde and Kilcreggan shores. The start line may be up to 5 miles from the entrance to Kip Marina and its location will be broadcast on VHF from 09.30 each day.

8 COURSES

- 8.1 Courses will be set round laid marks or navigation marks or a combination.
- 8.2 Laid courses will be signalled by a Course Board as described in Addendum A. The boxes with drawings of laid courses also indicate the version of the courses, long or short, which each class should sail.
- 8.3 Alternative courses will be signalled by Course Boards as described in Addendum B.
- 8.4 If a gate is included in a course description but only one mark is laid, it shall be left to port.

9 MARKS

- 9.1 Laid racing marks will be temporary orange or yellow inflatable buoys and the spreader mark, when laid, and starting marks will be black buoys.
- 9.2 The description, position, latitude and longitude of fixed marks are shown in Addendum B.

10 THE START

- 10.1 Prior to the Warning signal of its first class start each day, each boat shall identify itself to the race committee by passing, with its mainsail hoisted, the side of the principal committee vessel away from the start line.
- 10.2 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound signal 5 minutes before a warning signal is made.
- 10.3 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 10.4 The starting line will be between 2 black buoys.
- 10.5 Boats whose warning signal has not been made shall avoid the starting area during start sequence for other races. [DP]
- 10.6 After a General Recall, the class involved will be restarted at the end of the start sequence. A subsequent class which has been recalled will restart after the previous recalled class's new start. This changes RRS 29.2.
- 10.7 If any boat is identified as On Course Side at the start, the race committee may broadcast on VHF Channel 77 the sail number. Failure to make a broadcast will not be grounds for redress. This changes RRS 62.1(a).
- 10.8 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 10.9 In the event of only one boat in any class appearing at the start line, no race will take place for that class and no points will be awarded.
- 10.10 A boat arriving late in the vicinity of the starting line may remain under power or tow after the warning signal for its class provided that, after stopping its engine or casting off the tow, it completes a Two Turns Penalty on the pre-start side of the starting line or its extensions. This changes RRS 42.
- 10.11 In alteration of RRS 30.4, sail numbers for boats that have broken this rule will not be displayed but shall be broadcast on VHF. It is the responsibility of competitors to monitor VHF for all starts when RRS 30.4 is in force.

11 THE FINISH

- 11.1 The finishing line will be between the main mast of a race committee vessel displaying a blue flag and the nearby finishing mark, or between 2 buoys, unless a particular course in Addendum A describes a different finishing line.
- 11.2 For all Alternative Courses as described in Addendum B, the finishing line will be between the main mast of a committee vessel displaying a blue flag moored to the north of the entrance to Kip Marina and a red Fairlie Yacht Club pin mark.

12. PENALTY SYSTEM & ADVISORY HEARINGS

- 12.1 For all classes the rule 44.1 is changed so that the Two-Turn Penalty is replaced by the One-Turn Penalty.
- 12.2 Exoneration Penalty. A boat that may have broken a rule of Part 2, RRS 31 or RRS 42 may accept an exoneration penalty according to Rule 44 (30%). After finishing the race concerned and before the start of a related protest hearing, a boat shall notify the Race Committee that she accepts a 30% scoring penalty calculated as per rule 44.3(c). The minimum penalty is two places provided that does not result in a score worse than DNF. These penalties do not reverse an OCS score or a



disqualification under rule 30.4. It is not available for a breach of RRS 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach. In these circumstances her penalty is to retire.

12.3 When an Exoneration Penalty is accepted,

(a) Neither the boat nor a protest committee may then revoke or remove the penalty.

(b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

12.4 Advisory Hearings. When there is an incident that results in the lodging of a protest or a request for redress, a boat, Protest Committee or Race Committee may request an advisory hearing with the race office, and notify any boat involved in the incident. An Adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the Race office that she accepts an Exoneration Penalty of 40% when it applies to the incident, or choose to retire, or proceed to the protest hearing.

13 TIME LIMITS

13.1 The time limit for any race using one of the Laid Courses will be 90 minutes from the last valid start of that race sequence. If one boat has finished by the time limit, racing for that Class will be extended by 30 minutes.

13.2 The time limit for any race using one of the Alternative Courses will be 240 minutes from the last valid start of that race sequence. If one boat has finished by the time limit, racing for that class will be extended by 60 minutes.

14 PROTESTS

14.1 Protest and requests for redress (forms available from the Race Office) must be submitted to the Race Office within 60 minutes of the final boat finishing the last race of the day or racing has been abandoned for the day. Protest meetings will commence as soon as possible.

14.2 Breaches of SI 10.5, 16 and 17 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI. [DP]

14.3 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

(a) Within the protest time limit if the requesting party was informed of the decision on the previous day.

(b) No later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.

14.4 On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

15 SCORING

15.1 For all classes, when fewer than five races have been completed, a boat's series score will be the total of her race scores. When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

16 SAFETY REGULATIONS

16.1 A boat retiring from a race shall notify the race committee by VHF as soon as possible. [DP]

16.2 Attention is drawn to the International Regulations for the Prevention of Collision at Sea 1972. Particular notice shall be taken of Rule 9b 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". Whilst racing or on passage in the Firth of Clyde north of Cumbrae Head, boats shall regard "Recommended Channels" marked as dotted lines on Hydrographic Office charts as a "Narrow Channel" within the meaning of the IRPCS 9b. Furthermore, Clydeport Operations Limited has decreed that any waters of the Firth of Clyde where vessels by virtue of size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a "Narrow Channel". Whilst racing, any boat which is unable for reasons of lack of wind or other cause, to sail clear of a large power driven vessel shall start her engine and/or paddle in order to clear and thereafter shall report full details to the Race Committee.

Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits boats and other craft from manoeuvring within 100 metres of any ferry terminal. Particular regard shall be paid to this when in the vicinity of the Caledonian MacBrayne and Western Ferries facilities at Dunoon, McInroy's Point, Hunter's Quay, Largs, Cumbrae, and Wemyss Bay.

Military vessels routinely transit the race area and can be accompanied by a security escort. Boats and support boats should not shape a course to approach any military vessel or in any case pass closer than 200m to a warship or 400m to a surfaced submarine nor should high speed support boats shape a course, at speed, in the direction of a military vessel. The escorting security forces, if they consider any vessel is approaching a military vessel, will intercept and warn her to keep clear. The Regulations require all vessels to keep a listening watch on VHF Channel 16.



17 OFFICIAL BOATS

17.1 For purpose of identification, Committee vessels will display International Code Flag J. Committee vessels may not be at anchor, and their ability to manoeuvre may be restricted.

17.2 Boats shall not come within 20 metres of any committee vessel flying flag J, unless that committee vessel is flying flag M or is acting as the end of a finishing line. [DP]

18 PRIZES

18.1 RWYC trophies, as follows, will be awarded to Class winners and the overall winner and these are to be held until the following year's regatta. Depending on the final division of classes the allocation of trophies to classes may be changed at the discretion of the Organising Authority.

Overall Winner	A. W. Steven Trophy
IRC Class 1	Royal Western Cup
RC35	County of Bute Cup
IRC Class 3	Valmai Trophy
CYCA Class 4	Paisley Cup
Sigma 33 OD	Sigma 33 Model
Etchells Class	Etchells Trophy
National Sonata Class	Sonata Salver
Sportboat	Kip International Regatta Trophy
Hunter 707	Svalen Trophy

18.2 A keeper prize will be awarded to the overall winner and up to three keeper prizes, depending on the number of starters, will be awarded for each class.

18.3 When classes are amalgamated, prizes will be awarded for each merged Class provided there is more than one starter.

19 RISK STATEMENT

19.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

19.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
- (h) They are responsible for ensuring that their boat 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 is familiar to the crew.

20 INSURANCE

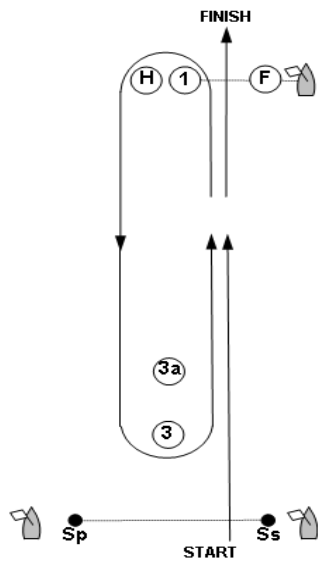
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.



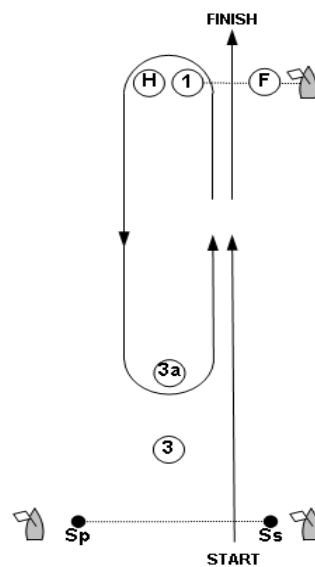
ADDENDUM A

LAID COURSES

Course W



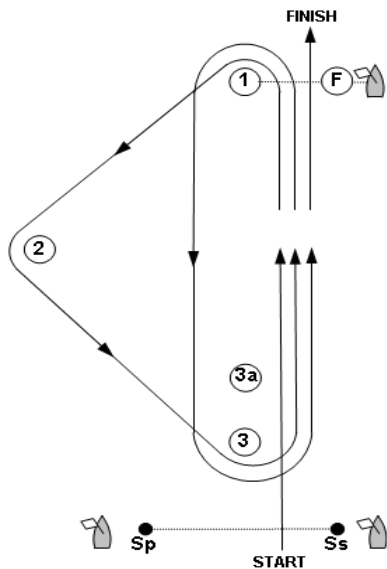
IRC1, RC35, CYCA 4:
Start – 1, H, 3, 1, H, 3, Finish



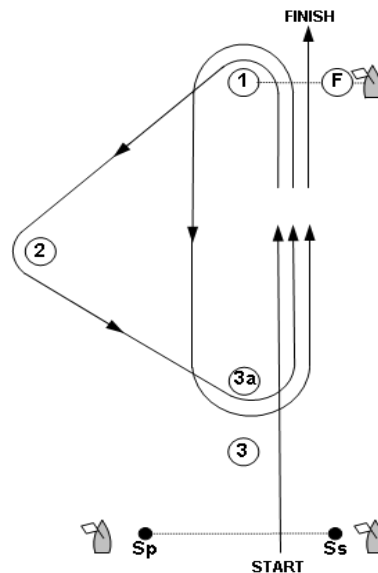
All other Classes
Start – 1, H, 3a, 1, H, 3a, Finish

Note: Mark F may not be used

Course T



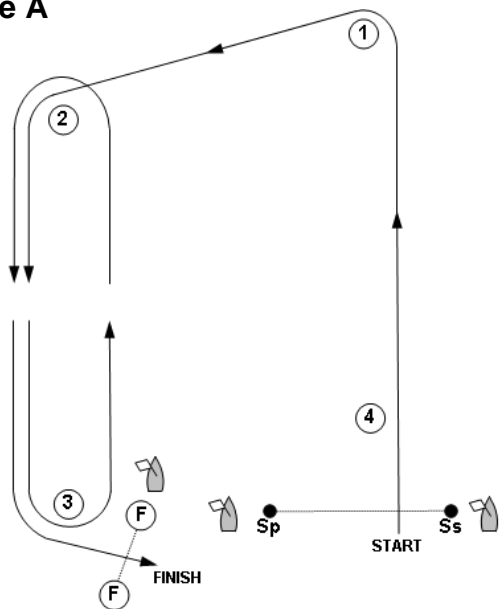
IRC1, RC35, CYCA 4:
Start – 1, 2, 3, 1, 3, Finish



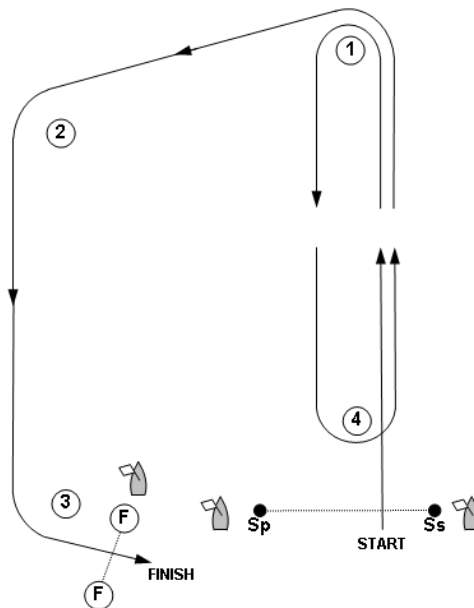
All other Classes:
Start – 1, 2, 3a, 1, 3a, Finish

Note: Mark F may not be used

Course A

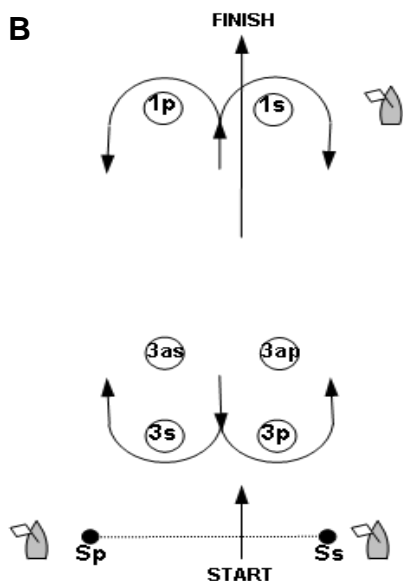


IRC1, RC35, CYCA 4:
Start – 1, 2, 3, 2, 3 - Finish

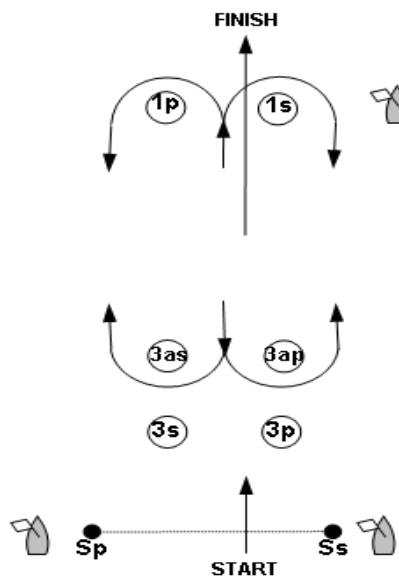


All other Classes:
Start – 1, 4, 1, 2, 3 - Finish

Course B



IRC1, RC35, CYCA 4:
Start – (1p/ 1s), (3p/3s), (1p/ 1s), (3p/3s) –
Finish



All other Classes:
Start – (1p/ 1s), (3ap/3as), (1p/ 1s), (3ap/3as) –
Finish

Note: Finishing Line is between Marks 1p and 1s

ADDENDUM B

ALTERNATIVE COURSES

(P) means to be left to port and (S) means to be left to starboard.

Course F1

Start – 1 (P) – H* (P) – Strone (S) – RGYC (P) – CPA Kil 3 (P) – Warden Bank (P) – Lunderston Bay (S) – Finish. [about 17 miles]

Course F2

Start – 1 (P) – H* (P) -- 3 (P) – 1(P) – H* (P) – Strone (S) – RGYC (P) – CPA Kil 3 (P) – Warden Bank (P) – Lunderston Bay (S) – Finish. [about 19 miles]

Course F3

Start – 1 (P) – H* (P) – Skelmorlie Bank (S) – Toward Bank (P) – CPA I (P) – CPA M (S) – Lunderston Bay (S) – Finish. [about 16 miles]

Course F4

Start – 1 (P) – H* (P) -- 3 (P) - 1 (P) – H* (P) – Skelmorlie Bank (S) – Toward Bank (P) – CPA I (P) - CPA M (S) – Lunderston Bay (S) – Finish. [about 18 miles]

NOTES

Mark 1 will be an inflatable orange racing mark (which is part of the laid race courses) approximately 1 mile to windward of the start line.

Mark H will be a black buoy (which is part of the laid race courses) approximately 75 metres from Mark 1. *Mark H may not be laid in which case mark H should be ignored.

Mark 3 will be an inflatable orange racing mark (which is part of the laid race courses) approximately 200 metres to windward of the start line.

Finish Line. The finishing line will be between the main mast of a committee vessel displaying a blue flag moored to the north of the entrance to Kip Marina and a red Fairlie Yacht Club pin mark.

Mark	Description	Position (approx.)
CPA KIL 3	Green conical CPA buoy KIL 3	55.59.2 N, 4.51.4 W
Strone	S cardinal buoy off Strone Point	55.58.7 N, 4.53.8 W
RGYC	Orange racing mark N of RGYC Clubhouse	55.57.4 N, 4.50.2 W
Warden Bank	Green conical CPA buoy	55.55.8 N, 4.54.6 W
Lunderston Bay	Temporary Orange or Yellow <i>Inflatable</i> Mark	55.55.4 N, 4.53.3 W
CPA M	Green conical CPA buoy M Skelmorlie Channel	55.52.7 N, 4.54.3 W
Skelmorlie Bank	Green conical CPA buoy No 32	55.51.7 N, 4.55.9 W
Toward Bank	Green conical CPA buoy No 35	55.51.0 N, 5.00.0 W
CPA I	Green conical CPA buoy I Skelmorlie Channel	55.50.3 N, 4.54.3 W

