



PLYMOUTH
REGATTA  *The Yachtsman's Regatta*
13th - 16th July 2017



SINGLE-HANDED RACE 2017

Race Officer: **Stephen D.F. Maltby**

Telephone: 01752 872676 Mobile (afloat): 0770782523

Email: ayeshaofyealm@live.co.uk

SAILING INSTRUCTIONS

1 RULES

The Races will be governed by the International Sailing Federation Racing Rules of Sailing (ISAF RRS) for 2017-2020, the ISAF Offshore Special Regulations (2016 - 2017) governing Minimum Equipment and Accommodation Standards and by these Sailing Instructions.

1.5 Under rule 87, rules 26 shall change to :-

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
10 minutes	Class Flag	One	Warning Signal
5 minutes		One	Preparatory signal
0	Class Flag removed	One	Starting Signal

All Races will be **Category FOUR** of these Instructions. *For those unfamiliar with these requirements, it is strongly recommended that you look them up.*

2. RISK ASSESSMENT

RRS 4 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.

The Plymouth Branch of the RNSA has produced a risk assessment for the **management** of the single-handed series to ensure these events are conducted as safely as possible. The races are run with the minimum of management whilst yachts are on the water and therefore the need for **competitors to comply with the Sailing Instructions** is a key part of the risk assessment. An extract of the Executive Summary of the Risk Assessment is below:

Single handed sailing by its very nature is a hazardous activity. The conduct of the vessel and the management of any risks for those partaking in the races is the sole responsibility of the skipper. The decision to partake in a race will include such factors as weather conditions, skipper's experience and suitability of the vessel for the anticipated conditions.

3. COMPLIANCE

The Racing Authority reserves the right to carry out an inspection of any competitor. Failure to comply with the requirements of these instructions may lead to a disqualification.

4. CLASSES

All yachts will race one class with a Plymouth Port Handicap. If sufficient numbers we will split the class into two classes with the same start. Yachts in this series are to fly either Pendant One (higher Handicap Number) or Pennant Two (Lower handicap number) from the backstay, whilst racing. You will be informed by email if two classes are to be run and where the split will be.

5. HANDICAPS

The current Port of Plymouth Handicap will be used and your number can be obtained from the present list <http://www.plymouthsailingassociation.org.uk/ppsa-handicap-list/> or if not on the list please contact the Port of Plymouth Handicapper Tony Head by email tony-head@lineone.net.

6. STARTERS

To rank as a starter, the entry fee for the race, together with a completed Entry Form, must be with the Single-Handed Race Secretary at by 1100 Friday 14th July 2017

7. STARTING LINE AND FINISHING LINE AND STARTING SEQUENCE

The starting and finishing line will be between committee boat and Duke Rock Cardinal Buoy will be the outer distance mark.

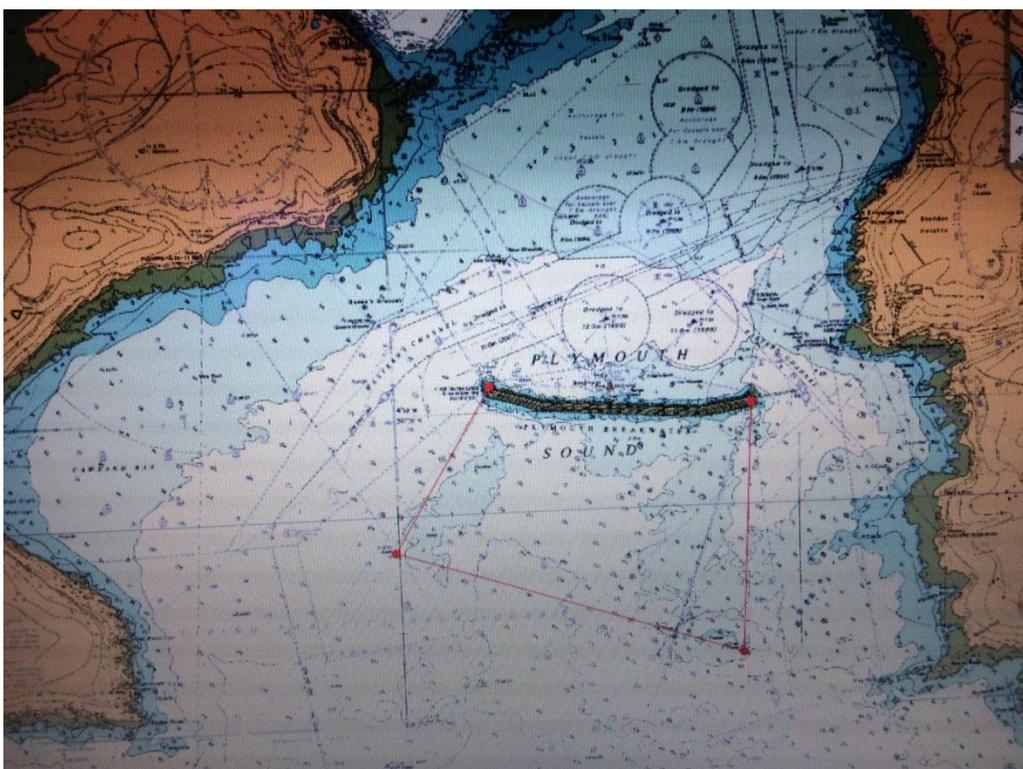
A horn will be sounded and a VHF broadcast be made on VHF channel 69

Starting Sequence

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
10 minutes	Class Flag	One	Warning Signal
5 minutes		One	Preparatory signal
0	Class Flag removed	One	Starting Signal

8. Exclusion Area

The racing area for J24's and IRC Fleet will be and exclusion area this will be between Eastern end of the Breakwater to East Tinker Cardinal mark and across to Knap and back to the western end of the Breakwater. Please see chartlet below (not to be used for navigational purposes).



9. The Course

1. Breakwater to starboard
2. East Tinker to starboard
3. Hand Deeps to port 50 12 684N 04 21 116W
4. Edystone Light to port
5. East Tinker to port
6. Breakwater to port
7. Cross finish line

9.5 Shortened Course

The course may be shortened by the committee boat showing boards with either

Numeral Board 3 meaning Hand Deep removed from the course

Numeral Board 4 meaning Eddystone Light removed from the course

A broadcast will also be made on channel 69

10. PROTESTS

Aggressive use of the racing rules (and boat handling) is discouraged, so it is not expected that Single Handers will wish to protest each other. Please be aware the start is always a risky area and things can happen quickly, so leaving more 'water space' than in crewed racing is strongly advised. The offer of a convivial drink after the race is considered the more effective remedy for any inconvenience suffered. However, should a protest be considered necessary, such protest must be made in writing on the back of a £50 note. After the protest has been considered by a refreshed Race Committee (Race Officer + one other RNSA member), the remainder of the money will be donated to the RNLI.

11. DECLARATIONS

The finish boat will be on station until 1700 after that time

The yacht's name and finishing time, yacht ahead and yacht astern should be passed by text message to Telephone number **07770782523**, the Single-Handed Race Secretary [Race Officer/Organiser] **and** to Neil Pearson **07932 875982** as a back up.

Finishing times should be with the race organiser within **one hour** of crossing the finishing line. By sending in your finish time, it also most importantly informs the Race Officer you have finished

12. RETIREMENTS

Any yacht which retires is to inform the Race Officer:

- a. Text **07770782523** This should be as soon as possible after **turning engine on** for propulsion.
- b. To race officer on VHF Channel 16/69.
- c. Though not preferred, through another competitor.
- d. As a last resort: **The Longroom**, Plymouth by VHF or telephone: **01752-836528** which can also be connected through: **01752-553740** (Naval Base Exchange).

IT IS MOST IMPORTANT THAT ALL RETIREMENTS ARE NOTIFIED, SO THAT ALL STARTERS CAN BE ACCOUNTED FOR

13. TIME LIMIT 1900

14. PORT REGULATIONS

Where yachts are racing within the boundaries of a port, they are to comply with such regulations as may be in force within that port. In particular, regulations regarding interference with the safe navigation of HM Ships and other large vessels must be strictly observed. To assist, the Race Officer contacts QHM on the morning of the race so that he is aware of any ship movement; this information (if required) is then passed to competitors via CH 69. Any breach of such regulations may result in the yacht concerned being disqualified from the race in which she was sailing at the time or, if the breach is considered serious, such other races as the Race Committee may decide.

15. OWNERS' RESPONSIBILITIES

It is the Owner's responsibility that Form CG66 is lodged with the Coastguard before each race (season).

16. INSURANCE

It is the responsibility of the competitor to ensure that sufficient insurance cover is in force for the duration of a race to cover all possible claims. This should be at least the amount recommended by the RYA.

17. SAIL NUMBERS

Each yacht taking part should endeavour to display a unique identification number for that yacht on the mainsail. Any other sail hoisted is not to display a number different from that of the mainsail.

18. SELF STEERING

Self steering apparatus may be used.

19. PROPULSION AND OTHER AIDS

Yachts may be propelled by sail or by the efforts of the crew. The use of motors, whether inboard or outboard, is not allowed, except for generating electricity. If you turn your engine on for propulsion, you must retire.

18 PRIZES

There will be prizes dependant on the number of yachts racing

19. BERTHING/SOCIAL

Berthing.

We have arranged for berthing at Plymouth Yachthaven Marina with 50% discount for Friday and Saturday night as required. Please let me know when returning your entry form what you require. We will be rafted up on the pontoon and your spot will be allocated.

Social

On the Friday night sailors supper is available at the Plym Yacht Club, and they have a beer festival on the Saturday early evening and then to the RWYC for the band and the rest of the festivities. There will be a ferry running between Yachthavern, PYC and RWYC during the weekend.

.20. DISCLAIMER

The safety of a yacht and her entire management including insurance shall be the sole responsibility of the competitor racing the yacht, who must ensure that he/she and the yacht are adequate to face the conditions that may arise in the course of the race.

The race organisers shall not be responsible for any loss, damage, death or personal injury, however caused to the skipper as a result of his/her taking part in the race or races. Moreover, by starting a race, every competitor warrants the suitability of that yacht and its equipment for racing.

You will be asked to sign a formal Declaration in your Entry Form.

Please Note: With high winds forecast, the Race Officer may decide to cancel a race. However, if the race is not cancelled (but conditions are marginal), it is up to the individual skipper to decide whether the conditions are safe for him/her and his/her boat [RRS 4].