



CHEVRON CRUISER EVENT 2010

SAILING INSTRUCTIONS

9th – 11th June 2010

Event sponsors – **Chevron, Pembroke Refinery.**

1 Conditions of Entry

1.1 Rules

Racing will be governed by the Racing Rules of Sailing (ISAF), the prescriptions of the RYA, class rules where appropriate except as any of these are changed by these Sailing Instructions.

1.2 Eligibility

Eligible boats may be entered by completing registration with Neyland Yacht Club. This series is classed as an "Open Event".

1.3 Safety

- The safety of a yacht and her entire management including insurance is the sole responsibility of the owner/competitor racing the yacht who must ensure that adequate safety equipment is carried.
- The decision whether or not to start or continue in a race is the owner/competitor's and the race organisers accept no liability for loss, injury or damage. The race officer has the authority on duty of care grounds to cancel/postpone/delay any planned race, at any time.
- Moreover, every owner/competitor warrants the suitability of his yacht for the races.
- All yachts shall carry :
 - a minimum third party insurance in the sum of £2,000,000
 - an engine capable of propelling the yacht at 4 knots in calm water and sufficient fuel for 2 hours motoring. Engine and associated equipment must be fully functioning and in a safe working order before the starting procedure commences. Random checks may be carried out by the Race Committee.
 - a VHF radio capable of transmitting and receiving Channels 16, 12, & 37. Immediately after the start all yachts racing will keep a dual watch on channel 16 and 37. MPHA signal station wishing to communicate directly with a yacht will call on **Channel 16** and request yacht(s) to switch to **Channel 12**. On completion of any such communication the yacht(s) concerned will resume dual watch on **Channel 16** and **Channel 37**. Random radio checks may be carried out at the discretion of the Race Officer.

1.4 Lifejacket Rule

When flag **Y** is flown from any NYC flag staff, or Committee boat, **ALL** competitors shall wear lifejackets. Failure to comply with this rule **WILL** result in a disqualification.

1.5 Classes

To enable appropriate courses to be set, classes will normally be split into two groups as follows:

- Class 1 > Pennant 1
- Class 2 > Pennant 3
- **Divisions may be split depending on the number of entries in the series.**

1.6 Rating Certificates

Must be provided prior to the series

1.7 Class Pennants

- Prior to her preparatory signal, and for the duration of the race, each yacht shall fly her class pennant at least 1 metre above the stern pulpit. The class pennant shall be:
- The numeral pennant listed in 3.1. This pennant will be flown at all times when racing. Any yacht failing to fly a class pennant will not be considered a starter or, if having started and sailed the course, will be deemed to have retire.

2 Communications with Competitors

2.1 Class Signals:

- Class 1 - Numeral Pennant 1
- Class 2 – Numeral Pennant 3

2.2 Changes to sailing instructions

Competitors' attention will be drawn to such changes by flying International Code Flag 'L' and an announcement on VHF Channel 37 prior to the start of a race.

3 Schedule of Races and Courses

3.1 Races

Racing will take place on the dates listed in the club programme. Starting time will be 18.40 hrs for Class 1 :18.45hrs for Class 2.

3.2 Courses:

- Valid up to date course sheets will be displayed on NYC Web site
- Course P describes a West >East start direction
- Course V is a transmitted radio course
- Details will be transmitted approximately 20 minutes prior to start sequence

4 Starting Procedure

4.1.1 Preferred Method - Boat Start

- The starting boat will be catamaran “Sea Legs”
- A transit line will be set through the mast position on “Sea Legs”
- Both inner and outer distance marks may be set by race officer
- Collision with starting boat or rear protection rib will result in disqualification
- A windward mark will be dropped approximately 1 mile upwind of “Sea Legs”

4.1.2 Alternative Method – NYC Clubhouse Start Line

Transit through an orange coloured pole mounted at the rear of NYC Clubhouse and the orange NYC flagpole, extending to the south shore. There is no ODM.

4.1.3 Starting Signals

Signals will be given in accordance with RRS 26 at the following intervals:

Warning Signal (class pennant plus one sound) Start minus 5 minutes

Preparatory Signal (P plus one sound) Start minus 4 minutes

One minute (prep flag removed plus one sound) Start minus 1 minute

Starting signal (Class pennant lowered plus one sound) Start time.

Times shall be taken from the visual signal, the absence of a sound signal shall be disregarded.

4.1.4 Recalls and Starting Penalties

- If any part of a yacht's hull or equipment is on the course side of the starting line when the starting signal is made, a sound signal will be given and the code flag X will be flown until all such yachts have returned to the pre-start side of the line, or for 2 minutes whichever is the earlier. The officer of the day may transmit the sail numbers of premature starters on VHF Channel 37. Failure to do so shall not be grounds for a request for redress. Yachts recalled but failing to return correctly will be disqualified.
- If a race is restarted, re-sailed or rescheduled any yacht disqualified under SI 4.6 may compete in it without penalty, the appropriate RRS being amended accordingly, except in the case of SI 4.4.

4.2 Finishing

The finishing line will be a transit through an orange mark mounted on a pole at the rear of the NYC clubhouse and the NYC flagpole.

4.2.1 Time limits for Chevron Cruiser Event

RRS 35 is to be replaced with :

Maximum time limit for first-boat-home is:-

Class 1 >100 minutes

Class 2 > 100 minutes

The time limit is 0.4xE after the finish of the leading boat . **E** = elapsed time of the first boat to finish in each fleet .

4.2.2 Shortened course

Will be signalled using International Code Flag 'S'. This signal may be made before the leading yacht has rounded the last mark of a lap, i.e. the finishing line may be crossed in the opposite direction to the course instructions if this is the case.

4.2.3 Retirements:

A yacht retiring from a race must inform the race committee at the earliest opportunity.

4.2.4 Alternative Penalties

- A yacht infringing a rule of Part 2 of RRS may exonerate herself in accordance with RRS 44.2 (720 degrees turns penalty)
- A yacht touching a mark may exonerate herself in accordance with RRS 31.(360 degrees penalty)

4.2.5 Protests:

- Only International Code Flag 'B' or a red rectangular flag will be accepted as a protest flag.
- Protests must be lodged with the race officer of the organising club within 1 hour of the finishing time of the protesting yacht. Protests are to be accompanied by a £10.00 fee. (Refunded when a protest is upheld).
- The parties to the protest will be notified of the time and place of the hearing.
- Failure on the part of any party to the protest, or a representative, to attend the hearing may justify the protest committee in deciding the protest as it thinks fit without a full hearing.

4.3 Scoring System

- For any race, there must be two starters in any class or three in a combined division (see 1.5).
- There will be no discards.
- The Low Point System (Appendix A) shall apply, amended as follows:
 - A yacht that does not finish or, having finished later retires (DNF or RET) will score points equal to the number of starters in the race plus 1.
 - A yacht that is disqualified (DSQ) will score points equal to the number of starters in the race plus 3.
 - A yacht that comes to the racing area but fails to start (DNS) will score points equal to the number of starters on that day plus 1.
 - A yacht that does not come to the racing area (DNC) will score points equal to the number of entrants in the series plus 2.

4.4 Allowances

- Propellers are not to be removed.
- Vane or other automatic steering devices are not to be used.
- **Use of engines** : In order to avoid any potentially dangerous situations, yachts may use their engines to motor clear, provided this is done in a way as not to give unfair advantage . Yachts that do use their engine in this way shall report the circumstances to the race committee within an hour of finishing any race, which may or may not apply a penalty.

4.5 Bylaws & other rules

- **All Yachts shall comply with Milford Haven Port Authority Bylaws and not interfere with, obstruct or inconvenience any commercial shipping.** *Any yacht that is reported by the Port Authority as having infringed commercial shipping will be disqualified without redress.*
- **Smoking and the use of naked flame is strictly forbidden when passing Oil / GAS, tankers / installations.**
- **MHPA** will be provided with a list of yachts competing by name, sail number and hull colour.
- **Minimum crew**; two people required to compete. Advice to all helms; good practice to race with at least 3 people on board.