



LARGS SAILING CLUB FROSTBITE OPEN SERIES



16th February – 22nd March

2020 SAILING INSTRUCTIONS

The organising authority is Largs Sailing Club (LSC).

1 RULES

The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).

2 NOTICES TO COMPETITORS

Notices to competitors shall be posted on the official regatta notice board situated in the lower corridor of LSC.

3 CHANGES TO SAILING INSTRUCTIONS

Any change(s) to the sailing instructions shall be posted not less than one hour before the first start on the day it shall take effect. It is the responsibility of the helm to acquaint themselves with the change.

4 SIGNALS MADE ASHORE

Light Signals ashore shall be made from the pole located in the middle of the LSC balcony.

5 CLASS SIGNALS AND SCHEDULED START TIMES

<i>Dates of Racing</i>	<i>Class</i>	<i>Handicap</i>	<i>Class Light</i>	<i>1st Warning Signal Not Before</i>	<i>No of Races</i>
Each Sunday from 16th Feb 20120 Until 22 nd March 2019	Class Short	PY	Green	11.00	Up to 3
	Class Long	PY	Yellow	11.05	Up to 3

5.1 The Organisers may combine, divide or add classes depending on the number of entries, please check the classes prior to taking part in the event.

5.2 For this series the 2019 PY numbers will be used as the 2020 PY numbers are not likely to be published before the first race.

5.3 Class Short: All dinghies and cats slower than PY 1207 (includes Laser 4.7). Any other 'classes' who decide to enter this fleet for the series – sailing shorter courses with reaching legs.

5.4 Class Long: Classes of dinghies and cats faster than PY 1206 who decide to enter this fleet for the series – sailing mainly windward-leeward courses.

6 RACING AREAS

The race area is the Largs Channel.

7 THE COURSES

7.1 The diagrams in Appendix 1 show the courses, including the order in which marks are to be passed and the side on which each mark is to be left. They do not indicate the angle or distance between legs.

7.2 The course to be sailed will be indicated by a black number/letter(s) on a white background displayed from the Largs SC Balcony.

7.3 When the Letter A is displayed with the course number. For Class Short the Mark W will not be used, there will be no change for Class Long.

7.4 Competitors must not pass between the Safe Water Mark and the marina entrance.

8 MARKS

Mark descriptions are as shown in Appendix 1

9 **THE START**

- 9.1 The starting lines are as shown in Appendix 1.
- 9.2 Boats whose warning signal has not been made shall avoid the starting area.
- 9.3 Starting signals for dinghies are:

Time	First Sequence (Class Short)	Time	Second Sequence (Class Long)	Green	Yellow	Red	Blue
-6	Early Warning	-11		Flash	Flash	Flash	Flash
-5	Warning	-10		On			
-4	Preparatory	-9		On			On
-1	One Minute	-6		On			Off
0	Start	-5	Warning	Off	On		
		-4	Preparatory		On		On
		-1	One Minute		On		Off
		0	Start				

- 9.4 **INDIVIDUAL RECALL:** The appropriate class light shall **flash** until all premature starters have returned or for 4 minutes. One additional sound signal shall be made.
- 9.5 **GENERAL RECALL:** The appropriate **class light** and the **blue light** shall **flash** until all competitors have returned or for 4 minutes. Two additional sound signals shall be made.
- 9.6 If there is more than one class racing the normal starting sequence shall not be interrupted by a general recall. The warning signal for the class which has had a general recall shall be five minutes before its starting signal and shall normally be displayed at the starting signal of the last class to start correctly in the schedule. If more than one class is subject to a general recall, the second of these classes shall start five minutes after the first and so on. If a class subject to general recall is the last or only class to start, the next signal shall be the new warning signal which shall normally be displayed five minutes after the original starting time.
- 10 **SHORTENED COURSE**
- 10.1 Shortly before the finish, flag S will be displayed from the LSC balcony, the **class lights(s)** will be illuminated with the **blue light** along with two sound signals. Boats shall finish the race when they pass through the finish line at the end of their current lap. If conditions dictate the race committee may, at their discretion, take the results of a race from the times recorded for a previous round.
- 11 **FINISHING LINE**
- Finishing lines are as shown in Appendix 1.
- 12 **TIME LIMIT**
- 12.1 The time limit shall be 75 minutes after the start of each race. Boats that do not finish before the time limit shall be scored DNF. This changes RRS Rule 35.
- 12.2 If no boat within a Class finishes within the time limit, the times of the previous round completed by the leading boat may be used to calculate results at the discretion of the race committee. Subsequent retirements or rule infringements shall be disregarded.
- 13 **RETIRALS**
- Any boat leaving the course area shall notify the Race Committee when ashore.
- 14 **PROTESTS.**
- 14.1 The Exoneration Penalty [and the Advisory Hearing and RYA Arbitration] of the RYA Rules Disputes Procedures will be available.
- 14.2 Competitors should inform the Race Committee of any protests immediately after finishing.
- 14.3 Protest forms are available at the race office, downstairs in LSC. Protests shall be delivered there within the protest time limit.
- 14.4 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day.
- 14.5 Notices shall be posted within 30 minutes of the expiry of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings shall be held in the jury room, located at LSC.
- 14.6 Notices of protests by the race committee shall be posted to inform boats under rule 61.1(b).
- 14.7 Protests shall be heard as soon as possible, in approximately the order of receipt. It is the responsibility of the Protestor, Protestee and Witnesses to make themselves available for the hearing.
- 14.8 A request for reopening a hearing shall be delivered:
 - (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.

15 SCORING

- 15.1 Three races are required to be completed to constitute a series.
- (a) When up to 6 races have been completed, a boat's series score will be the total of her race scores.
 - (b) When from 7 to 9 races have been completed, a boat's series score will be the total of her race scores excluding her 2 worst scores.
 - (c) When from 10 to 12 races have been completed, a boat's series score will be the total of her race scores excluding her 4 worst scores.
 - (d) When 13 or more races have been completed, a boat's score will be the total of her race scores excluding her 6 worst scores.
 - (e) Where a competitor undertakes a race management duty that races is scored as his average points for the series. A maximum of 2 Race days (up to six races), or 50% of the series, whichever is the fewer, may be scored in this way.
- 15.2 Results shall be calculated using average lap times and the Portsmouth Yardstick system.
- 15.3 Substitution of the helm of a boat shall not be permitted during the series, boats that do change their helm during the series shall be scored as a separate entry, no additional fees are required.
- 15.4 Competitors that undertake a "Duty" on a race day either as RIB helm/crew, Race Officer (RO) or Assistant RO will be awarded average points (excluding discards) for the races that are completed on the day(s) that they undertake their Duty. The scoring abbreviation for this will be OOD. A boat may only receive an OOD score for a maximum of Two Race Days (up to 6 races) or 50% (rounded down) of the completed races in the series, whichever is fewest. This changes RRS A11.

16 PRIZES

The Prize giving will be held in Largs Sailing Club as soon as possible after racing ends on the last day of the series.

17 SAFETY REGULATIONS

- 17.1 Clydeport Operations Limited Restrictions.

NARROW CHANNELS. Attention is drawn to the International Regulations for the prevention of collisions at sea, 1972. Particular notice shall be taken of Rule 9b, which states that "a vessel of less than 20m 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 a passage in the Firth of Clyde north of Cumbrae Head yachts shall regard any such recommended channels as a "Narrow Channel" within the meaning of the IRPCS 9b.

Furthermore Clydeport Operations Limited has decreed that any waters in the Firth of Clyde where vessels by virtue of their size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely shall be regarded as a "Narrow Channel". Whilst racing, any yacht 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 yachts and other craft from manoeuvring within 100m of any ferry terminal. Particular regard should be paid to this when in the vicinity of the Caledonian MacBrayne facilities at Largs and Cumbrae.

- 17.2 Catamarans and dinghies shall sign a tally sheet before the race indicating their intention to go afloat, and after racing that they are safely ashore. The tally sheet shall be located with the Race Officer upstairs in the LSC building.
- 17.3 Competitors that fail to tally correctly may be subject to protest by the Race Committee only, the Protest Committee may impose a penalty that is less than DSQ for boats that have been found to infringe. Any points penalty shall be applied to the first race competed on the day the infringement took place. This changes RRS Rule 63.1

18 RISK STATEMENT

- 18.1 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."
- 18.2 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.

19 INSURANCE

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