

## WYC Regatta Sailing Instructions 2013

1. Racing Rules- All races will be sailed under the current Racing Rules of Sailing (RRS) published by the International Sailing Federation (ISAF), ISAF special Regulations Category 4 (5 for NECRA races), International Regulations for the Prevention of Collisions at Sea and the General Sailing Instructions of the Whitby Yacht Club (WYC). These may be modified or supplemented in accordance with ISAF 88.2, such changes being displayed on the Club and Marina Notice boards.
2. Schedule of Races –
  - Saturday, 3rd August – Three inshore races, first start 1000, second start 1230, subsequent start soonest after last boat finishes. (Whitby bridges – Extra 0930, Standard 1305 – 1645) (second two races qualifying for NECRA Inshore Series).
  - Sunday, 4<sup>th</sup> August. Two inshore races, first start 1000, subsequent start soonest after last boat finishes. (Whitby bridges – Special 0930, Standard 1350-1730)
3. Yachts will race in classes as determined by their NERR handicap in accordance with NECRA published classes, Sports Boat (SB)(Class 0), Classes 1, 2 & 3.
  - a. Class 1, TCF 0.8800 and greater
  - b. Class 2, TCF below .8800
  - c. Class 3, White Sail class, no spinnakers or cruising chutes.

SB and Class 1 will constitute Class A for signalling purposes and Classes 2 & 3 Class B. A will be indicated by a Green Light, Class B by a Red Light. Before a yacht is eligible to race, she must have a valid NERR rating certificate. WYC handicapper will allocate estimated NERR ratings for vessels without certificates to enable yachts to compete in the WYC Regatta (but not the NECRA events). Yachts racing should affix appropriate class numeral pennants to their backstay. Boats intending to race shall approach the Race Station displaying her sail number clearly prior to commencement of the starting procedure so that she may be identified. Boats are requested to call the Race Officer on CH37/M/M1 to log her sail number and confirm her Class 10 minutes prior to the first class scheduled start.

4. Signals - ISAF will not apply. General racing instructions prior to departing the harbour (cancellations, postponements etc) will be passed on CH37/M/M1.

### SIGNALS FROM THE RACE STATION

All signals will be made using the lights listed below: Red or White lights referring to race management are arranged horizontally above the Race Station window. Class Lights (Red and Green) are displayed vertically on the left of the Race Station window as viewed from the sea.

CLASS LIGHTS	HORIZONTAL LIGHTS					MEANING
	WHITE	RED	WHITE	RED	WHITE	
GREEN						CLASS Sportsboat(SB) & 1 ONLY
RED						CLASSES 2 & 3 Only
NONE						ALL CLASSES
GREEN						5 Minute Warning Class SB & 1
RED						5 Minute Warning Classes 2 & 3
GREEN					X	4 Minute Preparatory SB & 1
RED					X	4 Minute Preparatory 2 & 3

GREEN					OUT	1 Minute SB & 1
RED					OUT	1 Minute 2 & 3
OUT						Start of Class
		X				Individual Recall
		X		X		General Recall
A/R	X				X	Shortened Course
A/R	X	X	X	X	X	Race Cancelled or Abandoned
A/R	X	X				Race Postponed - Starting procedure will commence 1 minute after removal.

Number board refer to course numbers and are hung below the Race Station windows. Courses may be passed on CH37/M1.

Example:

TIME	HORIZ LIGHTS	CLASS LIGHTS	EVENT
1255		GREEN	5 MIN WARNING CLASS SB & 1
1256	WHITE	GREEN	4MIN PREPARATORY SB & 1
1259	OUT	GREEN	1 MIN SB & 1
1300		GREEN OUT, RED ON	START SB & 1, 5 MIN PREP 2 & 3
1301	WHITE	RED	4 MIN PREP 2 & 3
1304	OUT	RED	1 MIN 2 & 3
1305		RED OUT	START 2 & 3

1 White light will be shown for approx 5 seconds when the first boat of each class crosses the finishing line. If time permits, subsequent finishers will also receive a light. (If course is shortened, shortened course lights will be extinguished for the 5 seconds)

All efforts will be made to back the starting signals, recalls, course shortening, cancellation, abandonment or postponement with radio calls on VHF CH37/M1, however the lights/boards will remain definitive.

5. Race Station - A white hut surmounted by a white triangle situated on the west cliff below the Spa Pavilion.
6. Start Line - South to North transit marked by two white triangles situated above and behind the Race Station. The line extends approx 2-3 cables seaward to the limit mark, which is a mark of the course 'A' and may be tidebourne to the east or west of the line. After the 5min Warning signal for the first class to start has been displayed, no yacht, apart from the class about to start, may enter the box formed by:
  - a) for Westerly starts - the west pier extension, the shore and the start line.
  - b) for Easterly starts - a rectangular box extending 1 cable west of the start line.
Any yacht infringing this rule and obstructing a yacht about to start may be disqualified.
7. Finishing Line - A LINE BETWEEN THE RACE STATION AND THE LIMIT MARK (BUOY A). After finishing, all yachts should clear the line and not interfere with other yachts still racing.

NOTE: Attention of all skippers is drawn to the fact that the ISAF definition of finishing means that the finishing line must be crossed in the direction from the last mark, If, due to shortening course, a hook finish occurs, skippers must ignore this and finish as per the definition ie from the last mark directly across the finishing line, not rounding Limit Buoy A and 'hooking' back.

8. Course marks - With the exception of D (North Cardinal Mark) the Club uses cylindrical buoys. Out of bay courses will use charted marks or Club buoys as applicable. Positions will be promulgated at a later date
9. Courses - Courses will be in accordance with the WYC Regatta course sheet, to be issued later... Each course is allocated a number for signaling purposes as in para 4 above.
10. Individual Recall - (ISAF 29.3 may not apply). If any yachts are over the line at the start a red light will be shown until the offending yachts have wholly returned to the pre-start side of the line or for 4 minutes after the starting signal, whichever is the earlier. When possible, the Committee Boat/Race Station will announce on CH37/M1 that individual recalls are in operation.
11. General Recall - (ISAF 29.3 may not apply) – For Race Station starts, 2 fixed red lights above the Race Station window replace the flag for First Substitute. The Warning signal for the recalled class shall be made 1 minute after the 2 red lights have been extinguished and the starts of for succeeding classes shall follow the new Start. When possible the Race Station/Committee Boat will make announcements on CH37/M1
12. Abandonments - If, after starting, a race is abandoned, then the procedure for a cancelled race will be used.
13. Shortening Course - If it is considered necessary to shorten course, the Race Station will show 2 white lights (plus appropriate class lights where applicable) before the leading yacht of the class approaches the limit mark. The class that is to be shortened will finish on the next scheduled crossing of the finishing line. Please note instruction 7. Reference hook finishes. Also note the possibility of only 1 class being shortened.
14. Time Limit - Bay races have a time limit of 2 hours unless otherwise notified. If one yacht finishes within the time limit, the race will be held for all other yachts finishing within a period of one third of that time limit.
15. Alternative Penalties - Alternative penalties for infringement of a rule of Part 2 of the ISAF provided for in rule 44 shall apply as follows:  
For Bay races, ISAF rule 44.2, the 720 degree penalty turn penalty will apply.
16. Safety Precautions, Equipment and Insurance - All competing yachts must comply with the Safety Regulations specification in their class rules, ISAF Special Regulations Category 4, and all WYC safety regulations applicable to the races undertaken. NECRA boats must comply with ISAF Cat 5. All yachts must have third party/public liability insurance to a value of not less than £2,000,000. Failure to comply with this instruction will lead to being disqualified from all previous races.
17. Decision to Race & Disclaimer - The safety of a yacht and her entire management including insurance shall be the sole and inescapable responsibility of the owner of the yacht who must ensure that the yacht and crew are adequate to face the conditions that may arise in the course of the race. Neither the establishment of these sailing instructions nor the inspection of the yacht under these conditions in any way limits or reduces the absolute responsibility of the owner for his crew, his yacht and the management thereof.
18. Declarations - Declarations will not be required. Any yacht not flying an ensign when crossing the finishing line will be deemed to have sailed the course fairly and in accordance with the rules and sailing instructions. Skippers who cannot so declare should fly an ensign and/or notify the Race Station on Ch37/M1.
19. Sailing - These general sailing instructions will, where appropriate and necessary to comply with ISAF M", be supplemented by instructions poster on the race notice board. Where any

sailing instructions posted on the race Notice Board contradicts these general instructions, those on the notice board will prevail.

20. Disqualification - A yacht that infringes the sailing instructions may be disqualified.
21. Protests - Notice of protest accompanied by a fee of £5 (which may be returned at the discretion of the Race Committee) shall be given in writing including details as proscribed in ISAF 61. to be given to the Race Officer, a Flag Officer or lodged in the Clubhouse within 2 hours of the race. Protests will be heard by a Protest Committee in accordance with ISAF 63.
22. Notice Boards - Where mention in these instructions given to the notice board, this refers to the one on the marina. Wherever possible, notices will also be displayed in the Clubhouse.
23. VHF Radio - From 10 minutes prior to the first start for the first class until after the start of the last class/competitor, no yacht shall contact the Race Station via the VHF radio. When possible the Race Station will announce Warning, Preparatory and Start signal on CH37/M1/ All boats are requested to monitor Ch37/M1 throughout all bay races. races.
24. Series Scoring System –  
NECRA will utilize their published scoring system for the regatta.  
The WYC regatta scoring will be in accordance with ISAF A2.2, Low point system, ie, boats will score points equal to their position gained in the race and those not finishing will be scored 1 greater than the number of boats in the race. Series scoring will be in accordance ISAF A5 ie boats racing will be scored as per A2.2, boats not so scored coming to the starting area will be scored 1 greater than the total number of boats in the race, boats not coming to the starting area will be scored 1 greater than the total number of boats in that series.  
If 4 or more races are sailed, 1 discard can be apportioned. If 3 or fewer races are sailed all races will count. Ties will be broken in accordance with ISAF A2.3 ie the tie will be broken in favour of the boat with most 1st places, or, if the tie remains, most 2nds and lower places as necessary. Should the tie remain, it shall be determined by the position of the tied boats in the last race that they raced together.
24. Membership – In order to participate in the WYC Regatta, competitors must be members of RYA Affiliated yacht clubs. In order to qualify for NECRA points, competitors must be members of NECRA 3 days prior to the event or pay the £5 late joining fee.
25. Number of yachts for a race - A minimum of 2 yachts per class are required for a race to be valid. If only 1 boat from a class turns out she may race with the other class. She will receive points as if racing in her own class ie 1 if she finishes, 2 if she does not.
26. Late Starters - A yacht may use her engine to clear the harbour after the 5min Warning signal provided that:
  - a) her engine is stopped whilst the yacht is within 100metres of the pier ends and
  - b) she keeps clear of yachts that have, or are about to start correctly and
  - c) she completes a 720° turn in the vicinity of the start line after the starting signal and before she starts.
27. Upgang Rocks - Attention is drawn to the fact that an area of rocks extends well offshore from Upgang Ravine, west of the Race Station as charted. They are weed covered and have a charted depth of 1metre at MLWS with seas breaking on them in strong onshore winds.