



**Club Racing Season**

**Sailing Instructions**



**NFYC** organises races throughout the main sailing season – from through spring and summer, the last race usually being sometime in September. Each separate event is a closed event in that it is open only to NFYC members. The eligible boats are cruising yachts (essentially sailing boats with a cabin and carrying the equipment required to cruise safely and in adequate comfort). All races are run in a single class.

These are the standard **Sailing Instructions** for all such events. However, competitors should note that they may be changed for certain races – perhaps to encompass restrictions applicable to that race alone (for example, a race may be declared as being for crews of two only, or white sails only, etc.) and/or to cater for the circumstances and conditions at the time of the race.

## 1. Rules

The racing will be governed by the rules defined in *The Racing Rules of Sailing* published by the RYA (the RRS) and in these Sailing Instructions.

NFYC wish to remind entrants that the RRS state that:

1. A boat is responsible for her own safety, whether afloat or ashore, and nothing, in this document or anywhere else reduces this responsibility.
2. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or leaving her berth the boat confirms that she is fit for those conditions and her crew is fit to sail and compete in them.
3. The boat is required to hold adequate insurance and in particular to hold insurance against third-party claims in the sum of at least £3,000,000.
4. Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the event. The organisers encompass everyone helping to run the races and the event, and include the organising authority, the race officer(s) and any patrol boats.
5. The provision of patrol boats does not relieve the boat of her responsibilities.

Note: In this context a “boat” is any combination of the owner, skipper and crew aboard a named vessel that is entered for the race.

## 2. Notices to Competitors

Notices to competitors will be posted on the official noticeboard at Race Control in the clubhouse.

## 3. Changes to Sailing Instructions

Any *planned* change to these Sailing Instructions (e.g. restricting the number of crew or the sails that may be used, etc.) will be included in the associated “Notice of Race” (NOR).

Any *unplanned* changes, necessitated by circumstances at the time of a specific race, will be posted on the official noticeboard in Race Control, before 09:30 on the day the change shall take effect.

An exception to the above is any change to the anticipated date and/or start time of a specific race. In the event of such a change becoming required, details of the change will also be posted on the official noticeboard at Race Control (in the clubhouse) by 20:00 on the day *before* it will take effect. In addition and when appropriate, NFYC will endeavour to notify likely entrants directly (using phone, social media, email, etc.).

## 4. Schedule of Races

The programme of races covered by these Sailing Instructions appears in the current year's edition of "Notice of Race – NFYC Club Racing", a copy of which is:

- distributed to all members (by email) before the start of the season;
- displayed on the club noticeboard in the clubhouse
- appears on the club website ([northfambridgeYC.co.uk](http://northfambridgeYC.co.uk))

Subject to tide and conditions on each race day, the normal target **start time** for all races will be at **11:00**, and the target duration, in most cases, will be around two hours.

## 5. Racing Area

The Racing Area is that part of the River Crouch bounded by the "Fairway 15" buoy in the east and the "Bill Bunyan" buoy in the west. A map of the racing area, showing the positions of the racing marks and providing lat/long co-ordinates for each mark, will be available at Race Control.

## 6. The Courses

The courses will be around the racing marks already laid within the racing area (see above).

The Starting line will usually be the Club Line – a line from the centre of the clubhouse to the "Submerged Cable" marker on the south bank of the river. In certain weather conditions, in the interests of safety, the start line may be moved to just east of the moorings, in which case further details will be available at Signing-on.

The Finishing line will always be the Club Line (see above).

## 7. Check in / Check out Procedures

Before **10:30** on the day of a race (i.e. no later than 30 minutes before the planned race start time), all skippers should have visited the Race Officer, at Race Control in the clubhouse, to:

- register their intent to race that day,

- sign-on, thereby fully accepting the competing boats' responsibilities as set out in the Notice of Race and herein (see section 1 "Rules" above).
- receive a briefing from the Race Officer about the day's racing
- nominate the person they are delegating to assist NFYC with any post-race activities in the clubhouse.

A boat that retires from the race must inform the Race Officer as soon as reasonably possible.

After the race, the skipper must sign-off at Race Control, thereby declaring that at all times during the race the boat has complied with the relevant rules in the RRS and with these SIs.

## 8. Race Cancellation, Delay or Abandonment

Competitors should note that on the day of a race, before the nominal start time and subject to the joint agreement of the Race Officer and an NFYC flag officer, the race:

- will be cancelled if the Met Office is forecasting mean wind speed in excess of F5 on the Beaufort scale (so above 21 knots, 24 mph or 11 m/s), or gusts in excess of F7 (33 knots, 38mph, 17 m/s) as probable some time within the anticipated duration of the race;
- will be delayed if visibility is poor, defined by NFYC as being unable to see the the "Submerged Cable" marker on the south bank of the river from the clubhouse (a distance of approximately 330 metres);
- may, be cancelled, or run using a shorter course, if the start is delayed, for whatever reason, by more than one hour.

If, after the race is started and despite an earlier Met Office forecast anticipating suitable conditions, the Race Officer comes to believe that conditions now either exceed or are liable to exceed the relevant safety parameters (particularly wind strength and visibility) then, subject to the joint agreement of the Race Officer and an NFYC flag officer, the race may be abandoned.

## 9. Signals Made Ashore

Signals made ashore will be sounded using the clubhouse horn. In addition, during the race, the Race Officer will communicate as appropriate with boats on the water, via VHF Ch. 37A.

The sound signals will be as follows:

**Start:** The warning signals before and on the start will be one sound of the horn.

- The first sound signal will be made 10 mins before the start and confirms the countdown to the start has begun.
- The second signal will be made 5 minutes before the start and will be one *long* sound. This is the formal warning signal and signifies that racing rules now apply to competing boats (gearbox in neutral, etc.)
- The final signal in the starting procedure will be for the start itself – another sound of the horn.

**Boats over the line (Individual Recall):** If any boats are seen by the Race Officer to be over the line at the start of the race, there will be a single sound

signal and the names of those boats perceived to be over the line will be listed in a call from Race Control on VHF.

**General Recall:** If, for whatever reason, the Race Officer decides the start of the race has been compromised in some way, they may decide a General Recall is required. In this case the sound signal will be 2 sounds. (Note: After a General Recall the race will, in most circumstances, be restarted. The start sequence will begin again with a fresh 10 minute warning signal.)

**Finish:** At the end of a race, each finishing boat, in so far as is practical, will be given a single long sound from the Clubhouse as the boat crosses the Finishing Line.

## 10. Penalty System

The applicable penalty system will be the standard one as defined in the "Racing Rules of Sailing" (RRS). Essentially this requires a boat on realising it has infringed a rule, to take a specified penalty.

The relevant penalty varies in accordance with the seriousness of the infringement. For example:

- An infringement of a rule in part 2 of the RRS ("When Boats Meet") that results in a serious collision with another competitor (a collision that might foreseeably lead to a claim by the other boat for damage and/or injury) requires the immediate retirement of the infringing boat;
- If despite a similar infringement there is no collision, or a very light collision reasonably unlikely to result in claim of damage or injury, then the penalty for the infringing boat is a 720° turn;
- Touching a mark of the course while passing or rounding it requires only a 360° turn.

Penalty turns should only be taken when to do so is safe and will not impede the progress of other boats. A boat that acknowledges it has infringed must take its penalty turns before crossing the finishing line.

An infringing boat will not have the option to take a Scoring Penalty instead of taking its penalty turn(s). This changes Rule (44.3 in the 2004 RRS).

An infringing boat that fails to complete its penalty turns before crossing the finishing line will, at the discretion of the Race Officer, either be disqualified or receive a scoring penalty – i.e. as a loss of position in the results. The number of places to be dropped will be 10% of the number of starters (rounded up) for each 360° of turn not taken.

A competing boat that collides with a third-party, non-competing water vessel (be that vessel under way, stationary, moored or anchored) thereby causing or possibly causing damage or injury that might lead to a claim of some sort, must retire from the race immediately and provide a detailed report of the incident to Race Control as soon as reasonably possible thereafter.

## 11. Time Limits

If, for whatever reason, no boat succeeds in finishing the course within the ninety minutes of the Race Officer's estimation of the finishing time of the first boat, the race may be abandoned.

## 12. Protests and Requests for Redress

Protest forms are available at Race Control.

A competitor wishing to make a formal protest shall submit the completed Protest Form to the Race Officer no later than two hours after the last boat finishes the race. The same time limit applies to a Request for Redress.

When appropriate and necessary, NFYC will convene the protest hearing as soon as is practical – but, competitors should note, this might well be days later.

## 13. Scoring

The results of most races will be determined by the competitors' handicap corrected finishing times, so no points will be necessary.

However, if points are to be awarded, as is usually the case if a race is part of a series of races, the scoring system used will be as follows.

Per finishing position (on handicap)	First gets 1 point, second gets 2, etc.
Retired (RTD)	1 point per number of boats that started plus 1
Did Not start and didn't Come to the starting area(DNC – used only in a series of races)	1 point per number of boats that are entered in the series plus 1
Did Not Start (DNS)	1 point per number of boats in the starting area plus 1
Did Not Finish (DNF)	1 point per number of boats in the starting area plus 1
Retired After Finish (RAF)	1 point per number of boats in the starting area plus 1
Disqualified (DSQ)	1 point per number of boats in the starting area plus 1

In the final calculation of total points scored by a boat in a series, the results of one race in which that boat finished will be discarded.

## 14. Safety Matters

Boats are reminded that, in addition to the responsibilities that appear in the associated NOR and which are repeated above (in section 1 "Rules"), the following safety related clauses all apply.

- 14.1. A boat must be equipped with at least one working, accessible VHF radio capable of effective communication on channels 37A, 16, and other working channels.
- 14.2. Before taking the start, a boat should be confident that it is capable of handling the conditions expected during the race.
- 14.3. It is each individual crew member's responsibility to ensure they are wearing clothing appropriate to those conditions.
- 14.4. All crew members, including skippers, shall wear a suitable and effective Personal Flotation Device (PFD) during the race - each individual crew member is responsible for so doing.
- 14.5. In the event of a safety critical equipment failure:
  - 14.5.1. and if possible, a boat should notify Race Control (by VHF 37A or by phone) and inform them of their intentions.
  - 14.5.2. it is the boat's decision to continue or retire from the race. NFYC strongly recommend a competitor should retire in such circumstances – safety is paramount.
- 14.6. All boats shall carry a first aid kit.
- 14.7. A crew member with a medical condition that needs, or might conceivably need, medication during the race should make that boat suitably aware of the condition, the risk of any intervention being necessary, and of any treatment and/or medication that should be applied.
- 14.8. In the event of an emergency arising on the water during the race, competitors shall endeavour to follow the NFYC's "Emergency Procedure - Incident on Water", a copy of which shall be available on board each boat. (Copies available at Race Control.)
- 14.9. If, while racing, a boat must sail through the moorings laid at North Fambridge by Fambridge Yacht Haven (i.e. between the 8 knot markers at either end of those moorings), a boat may, as a safety precaution, have its engine running and its gearbox in neutral. However, in accordance with the RRS, if a gear is engaged while the engine is running the boat must retire immediately (unless the boat is doing so to provide assistance to a person or another vessel in danger). This is a NFYC rule that modifies RRS Rule 42 – "Propulsion".

Note: In this context a "boat" is any combination of the owner, skipper and crew aboard a named vessel that is entered for the race.

## **15. Haul Out and other Hull cleaning Restrictions**

For most of the NFYC club races, there are no restrictions on hauling out or hull cleaning. However, such a restriction might be applied to specific events, and particularly to a series of races run over a period of time.

When such restrictions are to be applied, details will appear in the associated NOR and in a published change to these general Sailing Instructions.

## **16. Radio Communications**

A boat shall neither make radio transmissions nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

## **17. Prizes**

Where a prize is to be awarded for an event, the details of the prize and of the arrangements for its formal award will appear in the associated NOR.

## **18. Disclaimer of Liability**

Competitors participate in NFYC club races entirely at their own risk. See RRS Rule 4 – “Decision to Race”. NFYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, or during, or after any race or series of races.

## **19. Insurance**

Each participating boat shall, throughout any and all NFYC races, have valid third-party liability insurance with minimum cover of £3,000,000.

---

**NFYC**