

LIVERPOOL YACHT CLUB SAILING INSTRUCTIONS

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LYC SAILING INSTRUCTIONS COMPLYING WITH THE REQUIREMENTS OF RRS 90 (2) & APPENDIX J2

SINGLE RACES (E.G THE COMMODORE'S CUP) & LONG RACES MAY HAVE SEPARATE SAILING INSTRUCTIONS; ADOPTING THESE INSTRUCTIONS WHERE APPROPRIATE

1. RULES

a. Racing will be governed by:

- The Racing Rules of Sailing (RRS).
- LYC/TSC Rules & Byelaws.
- The RYA Prescriptions.

b. The notation DP alongside a paragraph number in these Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification.

c. The following RRS are amended/altered

6, 29, 32, 33, 34, 35, 40 & its preamble, 60.1(a), 61, 62 , 88.2

d. The changes to Racing Rules are:

Para 3.d changes RRS 62 allowing the NHC handicap of a boat to change as envisaged by the NHC rule

Para 10 (missing marks) alters RRS 32, 33 & 34.

Para 13.i alters RRS 26 by allowing a Race Officer to adopt a different starting procedure.

Para 13.d further describes the effect of the change to RRS 26; engines may be used until the 2-minute signal.

Para 13.i alters RRS 29, a yacht having difficulty returning after a premature start may be released when the fleet has started & may incur a penalty

Para 16. alters RRS 35 & Appx A5. For all inshore races, any boat not finishing **half an hour before the last lock** as designated by the marina authority will be classified as DNF.

Para 19.a alters RRS 61 a yacht should hail a competitor & the race officer by radio when protesting where notification is request by RRS 61

Para 19.b alters RRS 60.1(a); only the Race Committee may protest boats under SIs 3.b , 20.b & 20.c.

Para 20.2 alters RRS 40 Life Jacket must be worn when in the lock & to seaward.

e. [DP] Application of Racing Rules for Sailing

RRS are applicable between sunrise and sunset (NB see RRS 48). After sunset and before sunrise International Regulations for Preventing Collisions at Sea apply. Members are reminded that Commercial shipping has complete right of way at all times and they must not impede such traffic movement

f. RYA Racing Charter

Competitors should note that the LYC implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA

edition of the Racing Rules of Sailing 2017-2020 (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrule

2. FLAG SIGNALS, NOTICE TO COMPETITORS; VHF use.

a. Notices will appear on the Club Notice Board, & Website, and attention may be drawn to them by VHF. *The Notice Board is now electronic and appears on the website. - lyc.org.uk/news*

b. Flag Signals made ashore will be hoisted on the flagpole located at the Brunswick lock house or other starting point or vessel designated as a committee boat. Competitors are responsible for the observance of any supplementary instructions and/or notices duly posted with amendments to these Sailing Instructions; when on the water, Sailing Instructions may be amended by calling each boat individually by VHF.

c. Radio transceivers

These shall not be used after the preparatory signal except where a yacht has permission, or is requested by the Race Officer, or otherwise for a reason of safety. All radio transmissions to or from the fleet shall be on VHF Channel 37a/M1 and all competitors should preferably use fixed, i.e. not hand-held radio equipment. All yachts must monitor Channels 37 and 12 whilst racing.

d. [DP] A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

e. [DP] In the event of an intention to protest, the protesting boat shall use the radio on VHF Channel 37a/M1 to advise the other competitor and the Race Officer. This is an amendment to RRS 61. Race Officer announcements will be on CH 37a/M1. See also paragraph 19.

d. Changes to sailing instructions

Any changes to the Sailing Instructions will be posted at least one hour before the advertised starting time of the race or races concerned. Amendments will be placed on the LYC website, & where possible announced by VHF.

Displaying Code Flag "L" will indicate changes in the Sailing Instructions and may be announced on VHF channel 37.

In exceptional circumstances changes, may be made orally by radio to each boat on the water pursuant to RRS 90.2 (c).

3. ELIGIBILITY**a. For designated 'open events'** competing vessels must be helmed and skippered (see RRS46) by a member of LYC or an RYA affiliated club.

b. For other club races competing vessels must be helmed and skippered by a Full Member of LYC; all other crew members must also be Full Members, Temporary Members or become a 'Day Member' by paying the appropriate fee prior to racing. For the purpose of this rule 'Full Membership' means any category of membership except Social Membership, Temporary Membership and Day Membership of LYC. Boats will sail in the appropriate Class as set out in the Notice of Race

c. IRC

Class One IRC TCF 0.936 or greater (& will fly numeral pennant one)

Class Two IRC TCF Between 0.935 or below (& will fly numeral pennant two)

Yachts may elect to sail in the class above. Yachts that do this will have to use the lowest TCF for the class they are sailing in e.g. a Class 2 yacht sailing in class one will have to use a TCF of 0.936.

d. "Venture Races" run under the "NHC" handicap system:

A boats handicap will be adjusted after every race. An adjustment in handicap number is not grounds for redress, this changes RRS 62

e. Rating Certificates

Before a yacht is eligible to race using an IRC rating a valid certificate shall be made available to the LYC Race Committee.

g. Brass Monkey concession:

Yachts may use their previous year's TCC' if no new certificate exists, until the end of the Brass Monkey Series, at which point a new rating shall be made available to the Sailing Committee.

h. Emergency Racing permission

Yachts that do not hold a valid IRC certificate may, at the request of the owner, be issued with a temporary TCF number to allow the yacht to enter a *club race, for a limited period & in exceptional circumstances.*

i Crew Numbers

IRC Rule 22.4. shall not apply.

j Scrutineering

The Race Committee may at any time inspect a yacht before or after a race for compliance with safety and/or handicapping rules.

4. ENTRY FORMS

a. Boats enter by signing the LYC / TSC sign on sheet in the foyer to the marina club for each individual race. Each boat will pay an entry fee for each race of £2; this includes a complete day at a low water series. The entry form contains the following declaration:

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event. In particular, I confirm that I have read the Notice of Race and accept its provisions and agree that my boat will conform to the requirements set out in the Notice of Race throughout the event. I undertake to sail in compliance with the RYA Racing Charter

b. Before the start of all races a safety form giving the names of skippers and crew, and next of kin contact telephone numbers shall be given to the Race Officer. Failure to do so will result in disqualification It is the skipper's responsibility to ensure that all members of their crew comply with Rule 3 above

c.[DP] Safety forms must repeat the declaration set out in paragraph 4.0 above, for competitors' convenience safety forms & fees **may** be collected in the lock.

5. SCHEDULE OF RACES

Races are run on the dates set out in the diary & on the website. See also the Notice of Race. (The Race Committee may decide to run extra races on any scheduled occasion.)

6. STARTING TIMES

Scheduled starting times of races, whenever possible, are set out in the club Year Book, the website, and see also the Notice of Race.

7. PRIOR TO STARTING

Flying the Cub Burgee indicates the Race Officer is on station.

8. RACING AREA

The club racing area is described by paragraph 9 below

9. COURSES

Courses are set in accordance with the Notice of Race & as further described in 9.a to 9.c below.

a. For a series

LYC race courses will be displayed either in the lock, broadcast by Race Officer, and / or displayed on the notice board (which is now electronic), or shown on the Notice of Race (Long Races in particular).

b. For a single event

For example, a pursuit race or the Commodore's Cup) the course will be set out in the appropriate NOR / and / or the lock house or alternatively be announced from the Committee Boat

c. Long Races may be governed by a separate Notice of Race & Additional Sailing Instructions

d. Channel Courses

All Crosby and Queens Channel buoys, both lateral & cardinal shall be passed on their correct sides seaward of Brazil Buoy, unless otherwise specified in the course. Boats may ignore this if by doing so they keep clear of commercial traffic which presents a clear & present hazard AND do not gain any competitive advantage in doing so. Boats must rejoin the channel at the earliest opportunity

10. [DP] MARKS

Marks are set out in the course as listed in paragraph 9 above.

In the event that a lead boat ascertains that a mark is not on station its crew will advise the Race Officer who will notify the fleet and make an ad hoc decision as to the remainder of the course

This alters RRS 33, 33 & 34.

11. [DP] OBSTRUCTIONS

Angler's fishing lines shall be deemed to be and treated as an obstruction (in accordance with RRS 19).

12. START LINE – DISPLAYING COURSE

a. The LYC start line is a transit line extending across the river and formed by the apex of the orange triangle mounted on the Flagstaff at the Brunswick lock house and the apex of an orange triangle mounted on the handrail adjacent the River Mersey. *The start line is limited in length by a line at right angles to the start line that passes through Pluckington Buoy.* Boats shall start on the Liverpool side.

b. Races may also start may be from a committee boat as indicated by the flying of the Club burgee, and announcement of a transit by VHF Ch 3.

c. Alternatively races may also start from the shore when a transit will be broadcast by Race Officer, and / or displayed on the notice board (which is now electronic), or shown on the Notice of Race (Long Races in particular).

d. The course will be displayed in the Brunswick lock unless a VHF announcement proclaims that the two preceding paragraphs apply.

13.[DP] START PROCEDURE

a. The starting procedure shall be in accordance with RRS 26; unless the Race Officer adopts procedure, B described in the table below; the use of this procedure will be stated by VHF on CH 37. This changes RRS 26.

b. Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

c. The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

d. [DP] If Procedure B is adopted, engines may BE used up to the 2-minute signal, the Race Officer shall inform the fleet prior to the warning signal AND by flying code flag B or equivalent symbol. This is an amendment to RRS 26.

The Race Officer shall give a radio countdown to the 5-minute gun and may give a radio count down to other signals

e. When the AP flag is flown a postponement will be announced in accordance with RRS 27.3.

f. [DP] Late Start Time

A yacht shall not start later than 10 minutes after the start time for her class. The Race Officer may exercise his discretion in respect of this rule.

g. Individual Recalls

The individual recall shall be in accordance with RRS 29.1. The Race Officer shall also endeavour to recall any premature starter by radio.

h. General Recalls

The general recall shall be in accordance with RRS 29.2. The Race Officer shall also endeavour to recall the fleet by radio.

i. [DP] After a premature start,

A yacht must make every effort to re cross the line and will be released by the Race Officer only after the last boat in her class has started, then at the discretion of the Race Officer, who may contact the yacht by radio, an alternative penalty may be taken. This is an amendment to RRS 2

j. Table of starting procedures

A

	B	Signal	Sound	Meaning
5	5	Class flag	1	Warning
4	2	P, I, Z U' Z with I, or black flag	1	Prep engines off
1	1	Prep removed	1 long	1 minute
0	0	Class flag down	1	Start

14. SHORTENING OR CHANGING COURSE

a. Shortening the course shall be in accordance with RRS 32. This in practice happens when the Committee boat is used.

b. Changing the course shall be in accordance with RRS 33: The Race Officer shall announce by VHF channel 37 the last mark of the course and the direction to which it must be passed; the class will then proceed to the finishing line, which must be crossed from the direction of the last mark.

15. TOUCHING A MARK

A Yacht shall exonerate herself in accordance with RRS 31.

16. FINISHING

a. Finishing Line: Races will finish at the LYC Finishing Line, which is defined as a transit line extending across the river, formed by the apex of an orange triangle mounted on the

flagstaff at the Brunswick lock house and the apex of an orange triangle mounted on the handrail adjacent to the River Mersey. *The finishing line is limited in length by a line at right angles to the finishing line that passes through Pluckington Buoy.*

Boats will finish on the Liverpool side; must cross the line from the direction of the last mark & must finish outside the commercial shipping channel indicated by Pluckington Buoy. Skippers are required to pay particular attention to the sandbanks extending from the Brunswick lock entrance towards Pluckington Buoy.

b. Races started from and finishing in a direction described by the race officer aboard the Committee boat shall finish as directed by the Race Officer.

c. Exceptionally races may finish from the shore as directed by the Race Officer (this will usually be a transit between G3 and the bandstand on shore).

d. Time Limit For all inshore races, any boat not finishing **half an hour before the last lock** as designated by the marina authority will be classified as DNF.

This changes RRS 35 & Appx A.5.

e. [DP] Retiring:

Boats retiring must radio the Race Officer.

17. SCORING

a. Points

The scoring of series will be in accordance with the RRS Appendix A para 9: (i.e. 1st = 1, 2nd = 2, 3rd = 3, 4th = 4 etc)

See also RRS 44.3.

DNS/RTD/DNF/DSQ = Number of starters in that race plus one

A Boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats that entered the series.

b. Races to Count

Number in series Number to count

1	All
2	All
3	All
4	All
5	4
6	4
7	5
8	5
9	6
10	7

18. PENALTIES

a. The turn penalties as provided in RRS 44 will apply.

b. After a premature start see paragraph 13.i above.

19. PROTEST & REDRESS

a. Protests

In the event of an intention to protest, the protesting boat shall use the radio on VHF Channel 37 to advise the other competitor and the Race Officer; wherever possible. This is an amendment to RRS 61

b. Protests by Race Committee

Breaches of Sis 3(b), 20.b & 20.c will not be grounds for protest by a boat. This changes RRS 60.1(a).

c. Protest forms

Any protest shall be in writing and be lodged with the Race Officer, with a deposit of £10 which will be refunded if the protest is not deemed trivial, within TWO HOURS of coming ashore on completion of racing on the day on which the incident took place.

The Race Officer may have a Protest Form available. (For the avoidance of doubt no deposit is payable when action is taken under RRS 60.2,60.3 or 60.4. or SI 19.b & c.)

d. RYA arbitration.

When a protest or request for redress is lodged, a boat may at the same time request RYA arbitration. If the parties and an arbitrator agree that RYA Arbitration is suitable, usually because the issue appears not to be complex and witnesses may not be essential, the arbitrator will call a hearing conforming to section B of part 5 of the Racing Rules of Sailing, except that rule 64.1 will not apply. Instead, when the arbitrator decides that a boat that is a party to the hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept the penalty and, if accepted, the protesting boat will withdraw the protest, changing rule 63.1. Rule 66 will not apply to the arbitration decision.

When there is not an agreement to use the RYA Arbitration or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. A boat may accept an Exoneration Penalty, or retire, at any time before the start of the protest hearing. When redress is offered, and accepted at RYA Arbitration, the race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

20. SAFETY

a.[DP] Locking Procedures

All yachts entering the Brunswick lock shall do so at the discretion of the lock operator. Any person or yacht infringing the requirements as laid down by the marina operator or the instructions of the lock operator may, at the discretion of the Race Committee, be ranked as a non-starter

b.[DP] Lifejackets

Lifejackets shall be worn in the Brunswick Lock & to seaward of it; this changes RRS 40 & the preamble to it.

c. [DP] Sail numbers:

Boats must comply with RRS 77

d. Mersey Estuary

Members and visitors race in, or cruise from, the river estuary where there are strong tides and where access is constrained by the physical limitations of the Marina lock. It is therefore possible that the crew of a yacht taking part in one of the Club's races, or cruising from the Marina, may have to fend for themselves in heavy conditions on the Mersey for at least eight hours while the lock is unavailable. The Club wishes to ensure so far as is possible that boats participating in its activities are of an appropriate type, and appropriately equipped to meet such conditions. Legal responsibility is disclaimed

f. Dangers Members are reminded by the RYA that there is always an element of danger in yacht racing and the ideas, rules, regulations and schemes that exist specifically for racing yachts are aimed at making a yacht safer or at the very least help a skipper to become more aware of a yacht's limitations.

g. Yacht & Crew Safety Disclaimer of Liability -Competitors participate entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race

h. RYA Risk Statement:

i. 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.*"

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:

ii. 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;

iii. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

iv. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

v. Their boat is in good order, equipped to sail in the event and they to participate;

vi. 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;

VII. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

VIII. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

ix. They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew]; and

X. Insurance: see paragraph 24.0

XI. INSPECTIONS

The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the Notice of Race., or these sailing Instructions.

xii. World Sailing Offshore Special Regulations

Yachts shall comply with the current "World Sailing Special Regulations, Cat 4"; unless otherwise stated. Cat 3 may be applied for offshore races

21. EQUIPMENT

All yachts shall carry the following equipment in proper working order and in a readily accessible position

a. A VHF radio

Radio capable of transmitting and receiving over a range of 10NM on, at least, Channel 16 and Channel 37. Where the aerial is dependent upon the yacht's spars, a spare aerial suitable for use if the yacht has been dismasted shall be carried.

b. Warps and fenders adequate to ensure that the yacht can be properly moored in the Brunswick lock, in the event of an approach to a full lock in heavy weather.

22. ADVERSE WEATHER

The Race Officer must, before the start of a race, be aware of current wind speed at the lock. If actual or forecast winds available from Liverpool Coastguard during the course of the race, are in excess of 30 knots, then the race may be postponed in the interest of safety. In the event of poor visibility, then the Race Officer may cancel or postpone the race. For the guidance of Race Officers a second opinion may be sought from The Vice Commodore or Sailing Captain or Race manager.

23. EMERGENCY PROPULSION

In line with RRS 42.3 (i), in order to avoid a hazardous situation or collision, propulsion using an engine or any other method is permitted, providing the boat does not gain any significant advantage in the race. A boat must inform the Race Officer at the earliest opportunity of any action taken.

24. INSURANCE

It is the sole responsibility of the owner to have his yacht insured against loss or damage (minimum £2,000,000 Third Party Indemnity) during all races

Damage

In the event of a yacht being damaged whilst sailing and becoming unfit to compete in later races in a series, at the discretion of the Race Committee, a substitute may be allowed to complete the series.

Under RRS 67 any damages payable is a matter for the courts.

25. RACE OFFICER DUTIES

a, Regular Competitors are expected to undertake this duty:

The Race Officer must be a full member of LYC as defined in paragraph 3.0 above.

b. Loss of race opportunity

If a yacht is unable to race due to commitments as Race Officer Team, then, at the discretion of the Race Committee, average points obtained by that yacht in the series will be awarded. Average points are obtained by calculating the total number of points allocated for each race: this total includes points allocated in respect of all D.N.S, D.N.F. and D.S.Q. categories. This figure is divided by the number of races available in the series, excluding the race allocated for the race duty, to provide an average points allocation which therefore can alter as the series progresses

c. Absence of Race Officer

Unless the Race Officer and at least two of his/her team are on station at least 15 minutes before the scheduled start of the race, the Race Officer or in his absence, the Race Manager, may cancel the race.

d. Race manager

A member of the race Control team may act as Manager in an advisory capacity to the Race Officer.

26. RACE COMMITTEE – RRS 89(2)(B)

The Race Committee comprises: The Race Officer. The Race Manager of the Month. The Chair of the LYC Sailing Committee. The Racing Captain. Class captains if appointed. If the Chair of the Sailing Committee or the Racing Captain are unavailable (including where they may have a conflict of interest) they appoint suitable alternate members.

Those acting in accordance with terminology on page 12 of the RYA edition of the RRS also form part of the Race Committee

27. FURTHER INFORMATION

Contact the LYC Race Captain at: [**racing@lyc.org**](mailto:racing@lyc.org)

See also the LYC website & electronic notice board. [**lyc.org.uk/news**](http://lyc.org.uk/news).