



PETERHEAD SAILING CLUB (PSC)



Sailing Instructions for Club Racing and Activities.

1. SAFETY STATEMENT

The safety of a privately-owned boat and her entire management on the water shall be the sole responsibility of the person(s) sailing the boat who must ensure that the boat and her crew are adequate to face the conditions that may arise in the course of any club activity. Peterhead Sailing Club (PSC) and the event organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the participants, as a result of their taking part in the event; moreover, every participant warrants the suitability of their boat for the event and will insure their boat appropriately to the value of £3,000,000. While the Race Officer has the authority to cancel an event if conditions are considered to be unsuitable (s)he has no absolute duty to do so and no 'duty of care' on his/her part is accepted. The decision whether or not to take part in a Club event rests entirely with the participant. The Race Officer is not responsible for deciding whether or not a participant should be on the water and, in particular, young persons under 18 taking part in Club events remain the responsibility of their parents.

2. RULES of RACING and CONDITIONS of ENTRY

PSC racing is governed by the rules as defined in the **World Sailing Racing Rules of Sailing 2021-2024 (RRS)** unless amended by these Sailing Instructions. A copy of the current RRS can be found at <http://www.sailing.org/documents/racing-rules.php>

Local rules that will apply to all PSC racing are as follows:

- 2.1 These sailing instructions will apply to all racing boats, unless otherwise specified, for Club (i.e. closed) events for which no other Sailing Instructions have been issued.
- 2.2 Participants in all club activities will be current club members including temporary members and members of club affiliated organisations.
- 2.3 Anyone participating in club racing on any occasion must register their intention to do so and provide full details of their boat and crew. The system of registration to be used will be decided by the organisers and may include a sign on sheet or other methods of notifying and will be communicated to potential participants in good time.
Failure to notify intention to participate prior to or on the date of participation may result in disqualification.
- 2.4 Competitors must cross the start/finish line at the end of every lap of the course unless the Race Officer on the day indicates otherwise.
- 2.5 During a race, no one should go through the start/finish line in the opposite direction to that in which the race was started except in the case of an individual recall - see 7.3.2.2 below – unless the Race Officer indicates otherwise.
- 2.6 A minimum of 3 competing boats will be required before a race is started.
- 2.7 Personal buoyancy must be worn during all racing as per the RRS.

3. NOTICES to COMPETITORS/PARTICIPANTS

Notices will be posted on the white board on the ground floor of the club house.

4. CHANGES to SAILING INSTRUCTIONS

Competitors will be notified of any changes to these sailing instructions as soon as possible before they take effect – usually on the day of racing or planned activity.

Notification may be made verbally or by a notice posted on the board. No signal flags will be used ashore.

5. SAILING AREAS

The sailing areas used will generally be Peterhead Bay of Refuge or Peterhead Marina. Activities may take place in Sandford Bay but prior notice will be given in good time should this be planned.

6. SCHEDULE of ACTIVITIES

6.1 Novice and Improver Racing:

Days and dates as per the current calendar. Format of the racing, which will count towards trophies, will be defined by the organisers and will involve a short briefing on the beach before racing and the opportunity for a debrief in the clubhouse afterwards.

6.2 Racing for the more experienced:

A number of races that will count towards a variety of series or trophies, and mostly at weekends as per the current calendar, will take place on a back to back basis with between 2 and 5 races taking place on any occasion depending on conditions. Occasional out of season racing may be organised and notice of any such racing will be given in good time.

Information notices may be posted each week before racing and a pre-race briefing may be given at the discretion of the Race Officer.

6.3 Less formal fun racing and activities:

A variety of fun and family friendly races or activities may be organised throughout the season. Such events will not count towards the club trophies or series but may replace the more formal racing on occasion. Information will be available via the club calendar or by advance notification.

6.4 General Information:

Evening races and activities (between approx. mid May and end of August) will start no earlier than 6pm. Weekend/daytime racing (between early/mid-April and up to the end of November) will start no earlier than 10am. Later start times may be agreed and will be notified in good time.

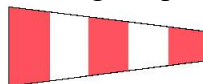
7. SIGNAL FLAGS (used on the water)

7.1 Flags that delay, start, and finish races.

Sound signals will accompany the raising or lowering of these flags as per the RRS.

7.1.1 (Delay)

Answering pennant **AP**



This flag may be raised (accompanied by 2 sound signals) if there will be a delay, beyond the planned race time, in getting the race started. If this flag is flying it will be taken down (1 sound signal) 1 minute before the race start sequence begins.

7.1.2 (Start sequence)

Class flag frequently used for club racing is flag **E**



Other flags may be used where necessary or appropriate.

This flag is the first flag in the race start sequence and will be raised with 1 sound signal.









7.1.3 (Start sequence cont.)

Preparatory signal is flag **P**



This flag is raised (1 sound signal) 4 minutes before the start of a race and taken down 1 minute before the start (1 sound signal). Alternative flags that may be flown instead of P include I, Z, U or the Black flag. These are used to indicate that specific rules are in effect. It is not intended that these will be used during club racing without prior notice. Their meaning and the relevant rules (30.1, 30.2, 30.3 and 30.4 respectively) can be found in the RRS.

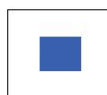
The **Class flag and Preparatory flag sequence** which starts a race is therefore as follows:

- | | | | | | |
|----------|---|-----------------------------------|---|---|---|
| E |  | raised 5 minutes before the start | - |  | flying |
| P |  | raised 4 minutes before the start | - |  | and  flying |
| P |  | lowered 1 minute before the start | - |  | flying |
| E |  | lowered at "Go". | - | | All flags removed. |

Start sequences other than the proscribed RRS (5,4,1,Go) sequence may be used but participants will be advised of any such change in advance.

7.1.4 (Finishing)

Shortened course is flag **S**



This flag is used to indicate that the race is being finished. It is raised (accompanied by 2 sound signals) when the Race Officer thinks everybody has sailed for long enough.

A competitor finishes the race when (s)he goes through the finish line at the end of a lap of the course while this flag is flying. The Race Officer MAY, and probably will, acknowledge that you have finished by making one sound signal as you go through the line. However, this is not a requirement.

Please note that in the case of Course 5 (see below), a lap consists of triangle *plus* windward/leeward (ie 5 legs).

7.2 Flags that give information on the course to be sailed.

Either of the two following flags may be flown at the stern of the committee boat.

7.2.1

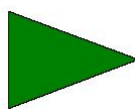
Red square



means leave the course marks to port (ie. they should be on your left hand side as you go round them and you should be travelling in an anti-clockwise direction round the course). As this direction is the default direction for racing, if no flag is flown then marks to port should be assumed.

7.2.2

Green triangle



means leave marks to starboard (on your right as you go round them so travelling clockwise).

7.3 Other flags to watch out for during club racing and events.

7.3.1

Abandon flag



means that a situation has arisen which requires a race to be abandoned, or for competitors or sailors sailing within the bay to clear the commercial area for some reason (for example, if conditions might require the Race Officer to respond to requests from the Harbour or to weather conditions). If this flag is flown (accompanied by multiple sound signals), all club members sailing under the control of the duty crew should make their way to the west of the bay (inshore of the Princess Royal jetty) where they will be informed of the situation by the duty rescue crew.

7.3.2

Recall flags

may be used to indicate that one or more competitors are over the line at the start of a race.

7.3.2.1

First substitute



also known as "General recall" may be flown with two long sound signals if everybody (or too many to be able to identify the guilty individuals) are over the line. You MAY also observe the Race Officer jumping up and down and shouting abuse as (s)he will have to go through the whole start sequence again!!! 😊😊

In the event of a general recall this flag will be removed, with one sound signal, one minute before starting the race start sequence again.

7.3.2.2

The X flag



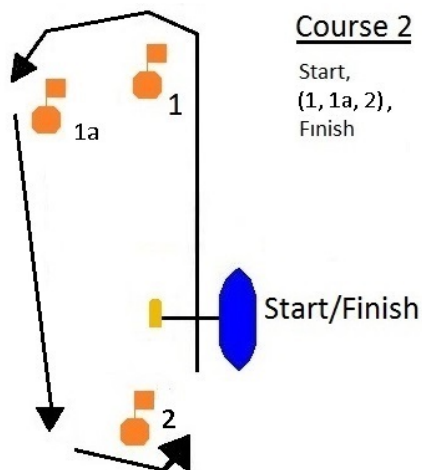
"Individual recall" may be flown with one sound signal if the person or people over the line are few and identifiable. It is the culprit's responsibility to know if they are over the line although the Race Officer MAY shout out the name or sail number of the offending boat(s). Anyone over the line must turn back, in a way that doesn't interfere with the other competitors, and cross the line again to start. In this case only, ducking back over the line in the "wrong" direction MAY be allowed (see start sequence flag rules). However, the recalled boat(s) must keep clear of other starting boats.

8. COURSES

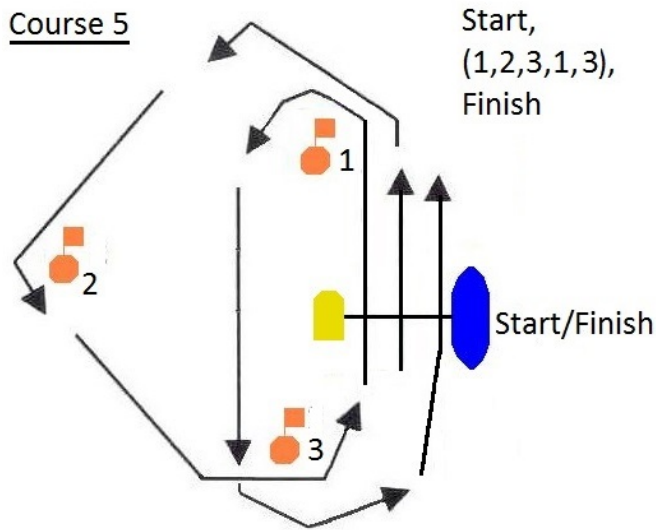
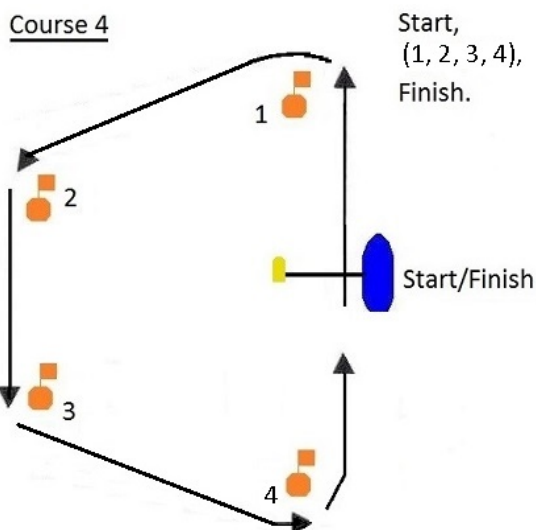
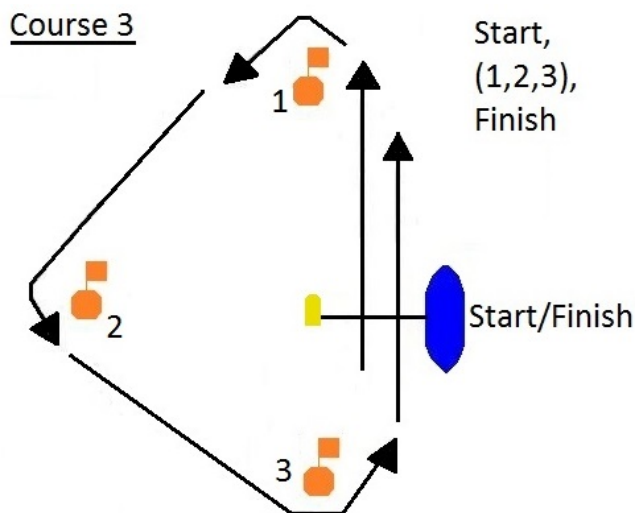
The following diagrams show the courses that are most likely to be used in club racing.

The diagrams show the courses as a standard port hand course (indicated on the committee boat by the red square flag, IF flown - see 7.2.1 above) but courses 3 to 5 may be flipped over along the line of the beat (between marks 1 and 3) to be sailed as a starboard hand course (indicated on the committee boat by the green triangle - see 7.2.2 above). NB. Course 2 should always be sailed to port esp. if no offset mark is laid. Please also note that these diagrams indicate only one complete lap sequence (in brackets) and this may be repeated a number of times before the race is finished (see S flag info at 7.1.4).

The Race Officer will inform competitors of which course is to be sailed by displaying the appropriate number on the committee boat before or at the time of the first warning signal. Other courses may be set but only after a briefing. Current World Sailing recommended courses are shown in the RRS2021-2024.



NB. Offset mark 1a may be excluded



9. MARKS

Club racing course marks are orange Dan buoys with orange flags.

Start line marks may be either a large yellow pillar buoy or a large spherical buoy without any additional flag attached.

10. SCORING

Boats will be timed for their race and the number of laps sailed will be noted. From this information, and using the current RYA PY handicap numbers to correct for boat differences, each boat will have their final place calculated (NB. only when all boats are the same class – including them all sailing with the same rig where appropriate – eg. Lasers) will first past the post positions be used.

Boats will score points as per the RRS2021-2024 Appendix A.