

**LYME REGIS SAILING CLUB Ltd**

**COVID 19 Notice of Race & Sailing Instructions**

**Introduction**

This combined Notice of Race (NOR) & set of Sailing Instructions are valid from 12<sup>th</sup> July 2020 until further notice. They have been put in place whilst COVID 19 Government restrictions are in force. The aim is to ensure club racing can to be re-started with reduced manning on PJ and the patrol Rib whilst complying with Government guidelines. Members are alerted to changes to the existing SI's in the following areas:-

*Para 2.1 Eligibility, Para 3.1 Entries, Para 7.1 Schedule of Races, Para 10.1 Marks,*

*Paras 11.1 The Start, Para 17.2 Safety Regulations, Paras 18.1-18.3 Disclaimer of Responsibility*

**1. Rules**

1.1. Racing will take place under the current Racing Rules of Sailing, these sailing instructions and the appropriate Class rules.

**2. Eligibility**

2.1. Races are only open to all current LRSC Ltd. Members.

**3. Entries**

3.1. Boats wishing to participate in Club races shall enter by completing the required details on the Club Signing-on Sheet. By doing so, competitors confirm that they have read, understand and will comply with:-

- Government guidelines associated with controlling the outbreak of Coronavirus
- This NOR & associated Sailing Instructions
- Controls/mitigations outlined in the LRSC Club Racing Coronavirus Risk Assessment and other Coronavirus documents/policies published on the LRSC Ltd website.

3.2. Where all the crew in a boat are under 18 years old, a responsible adult shall countersign their entry on the Signing-on Sheet.

**4. Notices to competitors**

4.1. Notices will be posted on the sailing notice board in the Club Compound or Club Car Park Area.

**5. Changes to the sailing instructions**

5.1. Changes will be posted on the notice board at least thirty minutes before the advertised start time of the race(s) concerned.

**6. Signals made ashore**

6.1. Signals will be displayed on the clubhouse flagstaff.

**7. Schedule of races**

7.1. As far as practical, races will be conducted in accordance with the an updated version of the 2020 Programme, noting that start times will be affected due to the tidal restrictions associated with berthing the Patrol rib in the harbour. Competitors should check the clubhouse notice board, LRSC Facebook or Club website for changes ([www.lymeregissailingclub.co.uk](http://www.lymeregissailingclub.co.uk)).

**8. Class Flags**

8.1. Class flags/pennants will be used as required where classes are given separate starts. The following flags/pennants will be used as appropriate:

- General Handicap: ..... Num Pen 9
- Cruisers: ..... Code Flag T
- Oppi Fleet: .....Code Flag O

## 9. Course

9.1 The course(s) for the day's racing will be posted on the Course Board which will be displayed on the Committee Boat prior to the warning signal.

## 10. Marks

10.1 Courses will be set using the Club fixed marks which are 'pink' and/or deployed yellow pillar marks or a combination thereof as described in the course description.

## 11. The Start

11.1 Races will be started by either:-

a) using Flags and Sound Signals iaw RRS 26 with the warning signal made 5 minutes before the first starting signal.

OR when reduced manning dictates

b) only using 'Sound Signals together with a corresponding hail' iaw RRS 26, with the warning signal made 5 minutes before the first starting signal. Competitors will be alerted to the imminent sounding of the warning signal by displaying the Orange Flag. [changes RRS 26]

OR

c) Gate Starts

11.2 The Start Line will be displayed on the Notice Board at para 4 or as part of the course description iaw para 9 above. This will be either:-

a) a line between the mast on the Committee Boat displaying an Orange Flag and an adjacent mark of the course

b) a line from the beacon pole on the end of the harbour wall and a nearby mark of the course

c) a Gate Start as described below:-

Gate Start Procedure:- The starting process will be managed by the patrol rib or the nominated pathfinder using sound signals only iaw starting RRS 26 with the warning signal made 5 minutes before the starting signal.

The nominated pathfinder will position itself near the starting mark and start to sail from the mark at the starting signal ( $\pm 10$  secs) on a close-hauled port tack. Before the start, the rest of the fleet will congregate on the starboard side of the course, to starboard of the pathfinders anticipated track.

The starting line will be between the starting mark and the transom of the pathfinder. Competitors will see 'the gate open' as the pathfinder sails away from the mark. The pathfinder will continue sailing on port tack for 45 seconds or until all the competing boats have started (whichever is the earliest). As the pathfinder proceeds, competing boats start by sailing, on starboard tack, across an imaginary line between the stem of the pathfinder and the Starting Mark.

The pathfinder has all rights over all other competitors, even though she is on a port tack until the starting procedure is complete. Hindering the progress of the pathfinder during the starting procedure will result in disqualification. After the starting signal a boat which interferes with the pathfinder, or that causes another boat to interfere in these ways, will be disqualified.

## 12. Finishing Line

12.1. Unless shown otherwise on the sailing notice board, the finishing line shall be a line between the signal mast displaying a Blue Flag on the Committee Boat and an adjacent mark of the course.

### **13. Taking Penalties**

13.1. For all races Rule 44.1 shall apply.

### **14. Time Limits & Target Times.**

14.1. The target time for a middle fleet boat will be 45 mins with maximum time limits for the first finishers to be 1.5 hours.

14.2. If a full or shortened course cannot be completed (e.g. due to lack of wind), the results may be calculated from the timings of the last completed round or using average laps (whichever is deemed to be the fairest).

### **15. Protests & Requests for Redress**

15.1. Competitors intending to protest must inform the RO in person at the first reasonable opportunity. The protest must be lodged in writing no more than one hour after the last boat in the race has finished.

15.2. If the hearing cannot be held immediately, the time, date and place shall be posted on the Sailing Committee notice board within two hours of the finishing time of the last race of the day.

### **16. Scoring**

16.1. Results of handicap races will be calculated using the current RYA Portsmouth Yardstick system. The Sailing Committee may revise PY numbers to suit local circumstances and conditions.

16.2. As there is a wide differential between boat PY rankings sailing in the general handicap fleet, results may be calculated using 'average laps', with the faster boats sailing more rounds than the slower boats. A faster boat in a particular Class will not be disadvantaged if they sail more laps than a slower boat in the same Class (ie. due to significant change in wind strength). In this circumstance, the time of the faster boat will be calculated from the previous round (ie. the same round as the slower boat).

16.3. Results of races will be displayed on the Club web site as soon as possible after the event.

16.4. When more than three races are sailed in a series, one result shall be discarded. A further discard shall be awarded for each additional set of three races completed in the series. The Low Point Scoring System (RRS Appendix A) will apply amended as follows:

- DNS: Race Entrants + 1 point
- DNF: Race Entrants + 1 point
- DNC: Series Entrants + 1 point
- DSQ: Series Entrants + 1 point

16.5. Ties shall be broken according to RRS Appendix A.

16.6. Points are awarded to a Club member helming the same class of boat throughout a series. If either the helm or the class is changed during the series, they will be scored separately.

16.7. People on duty for the race will receive average points.

### **17. Safety Regulations**

17.1. Competitors must wear adequate personal buoyancy while afloat. Wetsuits or dry suits are not considered adequate.

17.2. Boats must sail with a 3m tow line permanently attached and ready to deploy in order to minimise the interaction with the patrol boat crew should a rescue be required.

17.3. A boat that retires from a race shall endeavour to inform the RO or Patrol Boat before leaving the race area. On returning to the beach, the competitor shall notify the Duty Beach Master that he/she has returned safely.

17.4. Competitors racing between 1 November and 30 April must wear wetsuits or dry suits while afloat. Long John hikers made of wetsuit material are considered to be wetsuits.

17.5. As a minimum, racing will not take place unless there is a Patrol boat operating at sea and a person is doing the Beach Duty on shore. The decision to organise a race is the responsibility of the RO, based on the perceived risks associated with the wind strength/direction, sea & air temperature, experience of the competitors and persons on duty, number of boats and available patrol craft.

## **18. Disclaimer of Liability**

18.1. In entering any race participants accept that they are responsible for themselves, their crew, and their boats, whether afloat or ashore. Nothing done by the organisers (i.e. the Club, Race Management Team, Patrol Boats or anyone helping to run the event) will relieve participants of their responsibilities. By launching or putting to sea participants imply the suitability of their boat and the competence of the skipper and crew for the expected or forecast conditions. The provision of Safety Boats does not relieve participants of their responsibilities.

18.2. All competitors MUST complete the Signing-on Sheet. By signing this entry form, you confirm/agree to the following and accept the disclaimer below:

- I confirm that I do not have symptoms of COVID 19 or been asked to self-isolate through the track and trace system.
- I accept that it is my responsibility to fully comply with the Government guidelines it has published to control the outbreak of Coronavirus and accept that this is a condition of my participation.
- I agree to be bound by the Racing Rules of Sailing and by any other rules that govern this event. I am aware of the onus placed upon competitors by RRS Fundamental Rule 4, "A boat is solely responsible for deciding whether or not to start or continue racing."
- I declare that I hold a valid Certificate of Insurance, which covers me while racing (including adequate third party legal liability insurance cover for a minimum of £5,000,000).
- I agree that the Lyme Regis Sailing Club Ltd shall not be liable for any loss, damage, death or personal injury howsoever caused to the Helm or Crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability for his equipment and boat for the race or races to be entered.
- I understand that Lyme Regis Sailing Club Ltd has introduced a policy of reduced manning on PJ and patrol boat(s) in order to minimise the risks associated with COVID 19. I accept and agree that this is a pragmatic way forward which balances the risks associated with sailing and those associated with COVID 19.
- I agree that the provision of equipment and patrol boats by Lyme Regis Sailing Club Ltd is neither guarantee that assistance can be rendered to any competitor in need, nor acceptance of any responsibility for rescue of any competitors. Further, in the event that assistance is rendered to any competitor, no liability for any loss, damage or injury to any competitor and/or their equipment is accepted by the race organisers, the crew or owners of such patrol craft.

18.3 Note those under the age of 18 are required to have a parent or guardian sign the race entry form on their behalf.

## **19. Insurance**

19.1. All boats shall have adequate third party liability insurance cover for the season with a minimum cover of £5,000,000 per incident.

Gate Start Explanation Note:

