



THE SOLWAY YACHT CLUB PURSUIT RACE SAILING INSTRUCTIONS 2025



1. RULES

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2025 - 2028, the prescriptions of the RYA, the appropriate Class Rules and these Sailing Instructions. Where conflict occurs, these Sailing Instructions shall take precedence.
- 1.2 Each competing boat must hold 3rd party insurance to the value of £3,000,000.
- 1.3 Each competitor and crew should enter for the appropriate day's racing by means of Webcollect and the entry be received by midnight on the Friday preceding. Late entries may be accepted on the day of racing at the discretion of the Race Officer who will definitely accept the entry if a £5 donation is made to the RNLI.

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be described at the Briefing for the Event

3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagstaff at the end of the SYC Pier.
- 3.2 Flag AP with 2 sound signals when hoisted indicates that the race is postponed. When it is lowered with 1 sound signal, the Warning Signal for the race will be made in not more than 15 minutes.
- 3.3 Flag N indicates that all racing is abandoned for the day.

4. CLASS FLAGS

The class flag will be Flag D (yellow with blue stripes top and bottom)..

5. RACING AREA AND COURSE

The Racing Area and Course will be described at the Briefing.

6. MARKS

Marks will consist of SYC fixed yellow marks or orange or yellow movable marks described at the Briefing.

7. AREAS THAT ARE OBSTRUCTIONS

In the Palnackie Race and any other races in the river, by the nature of the course, there are many obstructions. It is the responsibility of helms to acquaint themselves with these obstructions and to take necessary action to avoid them. In the Estuary, rocks along the Kippford shore south of the Start Hut, close to Rough Island, at the Spring stones and close in to the Almorness shore, as well as the remaining Nets stakes can all be hazardous.

8. THE START

- 8.1 The start sequence for the slowest class will either be 5/4/1/go or 3/2/1 go as described at the Briefing, but subsequent classes will just get "go".
- 8.2 The Race Officer will endeavour to indicate elapsed times but it is the responsibility of competitors to start at the correct time. The race officer will also endeavour to indicate an early start to a boat by displaying flag X but again it is the competitors' responsibility to take action to correct an early start by returning to the correct side of the start line. There will be no general recall.
- 8.3 The Starting Line will be one of below and will be confirmed at the Briefing:
 - (a) Between a Pole with an orange flag on or adjacent to the SYC pontoons and an outer distance mark displaying an orange flag. An inner distance mark may be laid adjacent to the pontoons and boats shall not pass between this mark and the pontoons.
 - (b) One of the normal Club Start Lines at the Start Hut. i.e. the Transit between the Flagpole and perch with an outer distance mark displaying an orange flag, or, if the Blue board with a diagonal stripe is displayed, between the Flagpole and an outer distance mark displaying an orange flag, with the perch acting as an inner distance mark.
 - (c) Between a Pole on a Support Boat displaying an orange flag on and an outer distance mark displaying an orange flag.
- 8.4 Individual recalls will be made in accordance with RRS Rule 29. General recalls will not occur as this is a pursuit race.
- 8.5 Minimum Wind Strength. Races will not be started unless the Race Officer is satisfied that the wind strength in the starting area, and to the best of his/her belief on the rest of the course, is suitable for sailing the course given the estuary's and river's tidal conditions.

9. CHANGE OF COURSE AFTER THE START

Due to the nature of a pursuit race, the course will not be changed.

10. THE FINISH

The finishing time will be described at the Briefing and is likely to be (but not necessarily) 60 or 90 minutes.



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The finish line will depend on the position of the leading boat when the time defined at the Briefing has elapsed:

- a) If the leading boat is approaching the original Start Line and is about to complete a lap, the Finish Line will be the original Start Line and boats will finish by crossing it.
- b) If the leading boat is approaching a mark of the course, the Finish Line will be between a boat showing flag S and that mark and boats will finish by crossing it.
- c) If the boats are in the river and the leading boat is not approaching a turning mark or the Start Line, the Finish Line will be between a boat showing flag S and point (unmarked) at right angles to the river on the west bank of the river. This boat will then motor through the fleet noting positions as it passes the competitors. Where its difficult to determine which of 2 or more boats are ahead, ties will be awarded.
- d) In the Estuary and boats are taking much same course to the next mark, a support boat will shadow the leading boat and will show flag S and make a sound signal at the finish time and then this boat will then motor through the fleet noting positions as it passes the competitors. Where its difficult to determine which of 2 or more boats are ahead, ties will be awarded.
- e) In the Estuary and boats are taking divergent courses to the next mark (i.e. on a beat or some runs) a support boat will shadow the boat it believes is in the lead and will show flag S and make a sound signal at the finish time and then motor back though then fleet as in (d) above. Where its difficult to determine which of 2 or more boats are ahead, ties will be awarded, the Race Officer will consider positions the last time the boats crossed or passed the last mark when making these judgements.
- f) The decision of the Race Officer as to the finish line and finishing positions will be final unless subject to a RYA Arbitration Hearing as described in 14 below. A Protest against the Race Officer's decisions on this issue will not be allowed.

11. PENALTY SYSTEM

The one- and two-turn penalties as described in RRS rules 44.1 & 44.2 shall apply. RRS rule 44.3 shall not apply.

12. TIME LIMITS

If the Finish is at the Start Line or a Mark of the course, boats that fail to finish within 15 minutes of the first boat may be scored with their observed position on the course at that time.

13. PROTESTS AND REQUESTS FOR REDRESS

Competitors are reminded that Sailing is a friendly sport. If they have a minor collision or incident and they don't know which of the boats involved is in the wrong, it is suggested that both do turns so that whichever of them was wrong is exonerated. Resort to the protest procedure outlined below should only be used as a very last resort in the event of serious damage to one or both competitors and neither of them think they were in the wrong. When a protest is lodged, a boat may at the same time request RYA Arbitration as described in RRS Appendix T, or the Protest Committee or Race Committee may offer it. Note that the clauses 14.1 – 14.6 below replace RRS Part 5 sections A and B except when a formal protest is requested as stated in 14.4 and 14.5 below.

- 13.1** If a boat wishes to protest against another competitor, they must inform them at the first opportunity and the Race Officer before returning ashore. If a boat wishes to protest against the Race Office, they must also inform the Race Officer before returning ashore. In both cases, failure to do this will result in the protest being rejected. RRS Rule 60.2(a)(1) will not apply for races covered by these SIs.
- 13.2** The protest time limit for protests between boats will be 15 minutes of the last involved boat returning to the Jetty. Protestor and Protestee, together with their witnesses, if any, must remain in the vicinity of the Pierhead until the protest is heard.
- 13.3** Unless the protest is for redress against the Race Committee, the Race Officer will chair an informal meeting with the competitors involved. He may be supported by the Assistant Race Officer and a third person with knowledge of the Racing Rules. If the protest is against the Race Committee, an independent person with knowledge of the Racing Rules will be asked to chair the meeting. The latter may also choose up to 2 further independent persons in support.
- 13.4** For protests between competitors, the protestor will be asked to verbally describe the incident. The protestee will be asked to say whether he agrees with the description, and if not, where he/she disagrees. In the event of disagreement, they will be asked to name one witness each that they are aware of. They will then retire while the committee considers the case. The committee will decide whether to call the witnesses, if any, and after hearing their descriptions, will decide whether one or both boats committed an offence that would normally warrant disqualification. If so, the offending boat(s) will be told of the committee's view and given the chance to accept a time penalty decided by the committee or to retire from the race. If the protestor or protestee do not accept the committee's decision, they have the right to request a formal protest hearing and will be given 1 hour to submit a formal protest form after which RRS Part 5 sections A and B will apply.



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- 13.5** For protests against the Race Committee, the same procedure as in 15.4 with the Race Officer being the protestee will be followed. If the protest is found to be valid, the Protest Committee will decide on the appropriate redress. As in 14.4 above, in the event of non-acceptance of the committee's findings, the protestor or protestee can submit a formal protest form within 1 hour after which RRS Part 5 sections A and B will apply.
- 13.6** If a protest committee awards average points for a series, it shall be for the whole series, not races sailed prior to the one involving the protest.
- 14. SCORING SYSTEM**
The scoring system will be the Low Points scoring system of RRS Appendix A as follows:
1st place = 1 points, 2nd place = 2 points, 3rd place = 3 points, etc. RRS A5.3 will apply, not A5.2. Two races are required to be completed to constitute a series. Up to 3 races sailed, no discards; 4 - 5 races sailed, 1 discard.
- 15 REPLACEMENT OF CREW OR EQUIPMENT**
- 15.1** A helm enters a series with a specified boat. If he/she changes boat, it will be considered as a separate entry unless prior consent for the change has been obtained from the Sailing Committee which will usually be given if the change is like for like. (Note that ILCAs and Toppers entered with full or intermediate rigs may change to a smaller or larger rig without obtaining consent, but will race under the lowest Portsmouth Yardstick of the rigs used in the series. This may well require recalculation of earlier series race results.) Different crews may be used and the crew may swap with the helm if this is required during a race as long the nominated helm steers for the majority of the time.
- 15.2** Distinguishing Numbers. Under exceptional circumstances, the Race Officer may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G. Such permission is only valid if given by the Race Officer prior to the start of the race.
- 15.3** Where a hull, spars or sails are damaged to such an extent that they cannot be used in the next race after all reasonable steps are taken to carry out repairs then competitors may change equipment with the prior agreement of the Race Officer.
- 16 SAFETY REGULATIONS**
- 16.1** Adequate personal buoyancy for crew members shall be worn at all times whilst racing. Neither a wetsuit nor a drysuit constitute adequate personal buoyancy. This changes RRS rule 40.1; flag Y will not be displayed.
- 16.2** A boat that retires from a race shall notify the Race Officer or an official boat as soon as possible.
- 16.3** All boats shall carry a painter at least 5 metres long suitable for towing behind a rescue boat.
- 17 CLASS CONFORMITY**
Every boat shall comply with the current relevant class rules. Failure to do so may result in disqualification without a hearing. The changes RRS 63.1.
- 18 RISK STATEMENT**
Rule 3 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:
- a) 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,
 - b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore,
 - c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions,
 - d) their boat is in good order, equipped to sail in the event and they are fit to participate,
 - e) the provision of a race management team, patrol boats and other officials and volunteers by the Solway Yacht Club does not relieve them of their own responsibilities and
 - f) the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - g) It is their responsibility to familiarise themselves with any risks specific to this venue or these events drawn to their attention in these SIs or at the Briefing, which they should attend.