



THE SOLWAY YACHT CLUB
SAILING INSTRUCTIONS FOR CLUB RACING (EXCEPT PURSUIT RACES
& SPECIAL EVENTS), 2025



1. RULES

- 1.1** The racing 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. Club boats that are borrowed are covered by the club's insurance.
- 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. NOTICES TO COMPETITORS & CHANGES TO THE SAILING INSTRUCTIONS

Notices to competitors and any changes to these Sailing Instructions will be posted on the noticeboard at the entrance to the Club House prior to the Briefing on the Pier and will be further described at that Briefing. Note that this short Briefing will be held approximately 1 hour prior to the published start time of the first race each day.

3. SIGNALS MADE ASHORE (At the Pierhead)

- 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 first race of the day is postponed. When it is lowered with 1 sound signal, the Warning Signal for the first race of the day will be made in not less than 45 minutes.

4. SCHEDULE OF RACES

It is hoped that Racing Programme described in the 2025 Handbook will be able to be adhered to. These SIs therefore cover the 4 Spring and Summer/Autumn (main) series, the River Race series and the Summer Long Race. The second race on a day will start as soon as is practicable after the completion of the first race. It is hoped enough Cadet sailors will participate in the main series to allow dividing the fleet into Handicap 1 and Handicap 2. The latter will be open to boats with a PY greater than 1180, though owners of ILCA4s and faster may opt to sail a series in Handicap 1 if they so wish. In these 4 series, at the discretion of the Race Officer, separate starts and/or courses may be given to the 2 fleets. The Race Officer will make clear at the Briefing, what he intends to do, but attention must be paid to the Class flags or Boards in case he/she changes his/her mind.

5. CLASSES AND CLASS FLAGS

- 5.1** Handicap 1 or everyone in the same fleet: Class flag will be Flag D (Yellow/Blue/Yellow horizontally).
Handicap 2: Class flag will be Flag T (Red/White/Blue vertically).
- 5.2** Boards representing flags may be used in the starting sequence instead of actual flags.

6. RACING AREA

The racing area is shown in Appendix A except for the River Races when courses will start from the Club Jetty and proceed upstream or downstream in the river and may go into the Estuary as far as Marks U, V, and K.

7. THE COURSE

- 7.1** Courses will be set within the race areas defined above and displayed at the Start Hut, Committee Boat or Club Jetty with a red background indicating that a mark is to be rounded to port and green to starboard.
- 7.2** Boats must pass through the Start Line, from the direction of the last mark, at the commencement of each round of the course.
- 7.3** A race will at most consist of four laps of the set course. A race may be shortened in one of two ways:
The Start Hut, Committee Boat or Club Jetty will display flag S and make two sound signals as the leading boat rounds the last mark.
- a) Flag S may be displayed from a support boat positioned adjacent to a mark of the course. The race will finish between that mark and Flag S on the support boat, which will be positioned so that crossing this finishing line allows the mark to be rounded on the required hand. Two sound signals will be given as the leading boat approaches.

8. MARKS

Marks will consist of SYC fixed and movable orange or yellow mark buoys.



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9. AREAS THAT ARE OBSTRUCTIONS

The locations of these obstructions are shown in Appendix A.

- 9.1** Rough Island: Rough Island must not be passed on its eastern side. Note there are un-marked submerged rocks close to the shore on the western side.
- 9.2** Rough Island / Spring Stones Rocks: Boats must, at all times, pass to the south of Spring Stones Rocks at the southern end of Rough Island. These rocks are submerged for some time before and after high water. The Reef may be marked by a small temporary buoy, but this will not always be the case.
- 9.3** Nets: There are 3 stakes in line posing a potential hazard at the northern end of the Horse Isles Bay peninsula that are covered at high water. The outermost one is 12-15m from the shore. Boats are advised to keep clear.

10. THE START

- 10.1** Races will normally be started by using RRS Rule 26 with the warning signal given 5 minutes before the start signal. At the Race Officer's discretion, this may be changed to 3/2/1/go sequence and if so, that will be mentioned at the Briefing.
- 10.2.** The Start Line at the Start Hut will be either:
- a) A transit from the flagpole in front of the Start Hut and the inner distance mark, which is a perch located in the river in front of the Start Hut. An outer distance mark may be laid but this does not form part of the Start Line except that boats must start between the inner and outer distance marks.
 - b) When a blue board with a white diagonal stripe is displayed, the start line will be between the mast and the outer distance mark. Although not necessarily close to the line the perch in front of the Start Hut will act as an inner distance mark.
- 10.3** The Start Line for the River Races will be defined by the Race Officer at the Briefing.
- 10.4** The Committee Boat Start Line will be between the pole flying an orange flag on the Committee Boat and an outer distance mark flying an orange flag. An inner distance mark may be laid adjacent to the Committee Boat and boats shall not pass between this mark and the Committee Boat.
- 10.5** Individual and general recalls will be made in accordance with RRS Rule 29.
- 10.6** A boat starting later than 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS rule A4.
- 10.7** 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 tidal conditions.
- 10.8** Races may be cancelled or abandoned at the Race Officer's discretion whenever wind and sea state are considered marginal for the assembled racing fleet. (Note to Race Officers: The club requests that the Club Sailing Risk Assessment be completed even when conditions appear to be benign as they can change unexpectedly. This will aid making or not making a cancellation decision when conditions are marginal.)

11. CHANGE OF COURSE AFTER THE START

- 11.1** Only in exceptional circumstances such as loss of a mark will courses be changed during a race. An anchored support boat flying flag M and making repetitive sound signals may take the place of the lost mark. This changes RRS Rule 33.
- 11.2** Notwithstanding Sailing Instruction 11.1, if the support boat flying flag M does not anchor in time such that it affects the point of sailing of any competitor, the boat or boats affected may seek redress from the Race Committee.

12. THE FINISH

Other than as provided in 7.3b above, the Finish Line will be the same as the Start Line and boats must finish from **the direction of the course from the last mark.**

13. PENALTY SYSTEM

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



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14. TIME LIMITS

- 14.1** If 2 races are scheduled for the day, the normal time limit for the first boat finishing will be 75 minutes, though this may be extended at the discretion of the Race Officer. Subsequent boats must finish within 30 minutes of the first boat, except that at the discretion of the Race Officer, boats that he/she expects to finish outside of this limit may be given their observed position on the course and instructed by rescue boats to return to the starting area for the start of the next race or the finish of sailing for the day. If competitors are finished in this way, they must return immediately to the starting area. There will be no redress if they delay and miss their next start.
- 14.2** If one long is scheduled for the day, the normal time limit for the first boat finishing will be 135 minutes, though this time may be extended at the discretion of the Race Officer. Subsequent boats must finish within 40 minutes of the first boat, except that at the discretion of the Race Officer, boats that he/she expects to finish outside of this limit may be given their observed position on the course and instructed by rescue boats to return to the starting area for the finish of sailing for the day. If competitors are finished in this way, they must return immediately to the starting area and head back to the pier.

15. 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 15.1 – 15.6 below replace RRS Part 5 sections A and B except when a formal protest is requested as stated in 15.4 and 15.5 below.

- 15.1** 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.
- 15.2** 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.
- 15.3** 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.
- 15.4** 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.
- 15.5** 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 15.4 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.
- 15.6** 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.



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16. SCORING SYSTEM

- 16.1** 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; 6 - 7 races sailed 2 discards; 8 - 9 races sailed 3 discards, 10 - 12 races sailed 4 discards; 13-14 races sailed 5 discards.
- 16.2** Series tie. If two or more boats have the same points total, the tie will be broken in accordance with RRS Appendix A8.

17. SAFETY REGULATIONS

- 17.1** 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.
- 17.2** A boat that retires from a race shall notify the Race Officer or an official boat as soon as possible.
- 17.3** All boats shall carry a painter at least 5 metres long suitable for towing behind a rescue boat.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1** 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 as the nominated helm steers for the majority of the time.
- 18.2** 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.
- 18.3** 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.

19. EQUIPMENT AND CLASS CONFORMITY

To the best of the helm/owner's knowledge, every boat shall comply with the current relevant class rules. Failure to do so in a way that creates an advantage may result in disqualification without a hearing. The changes RRS 63.2.

20. 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."

The Solway Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after an event they have organised.

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in an 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, support boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- f) The provision of support 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 this event drawn to their attention in these SIs or at the Briefing, which they should attend.

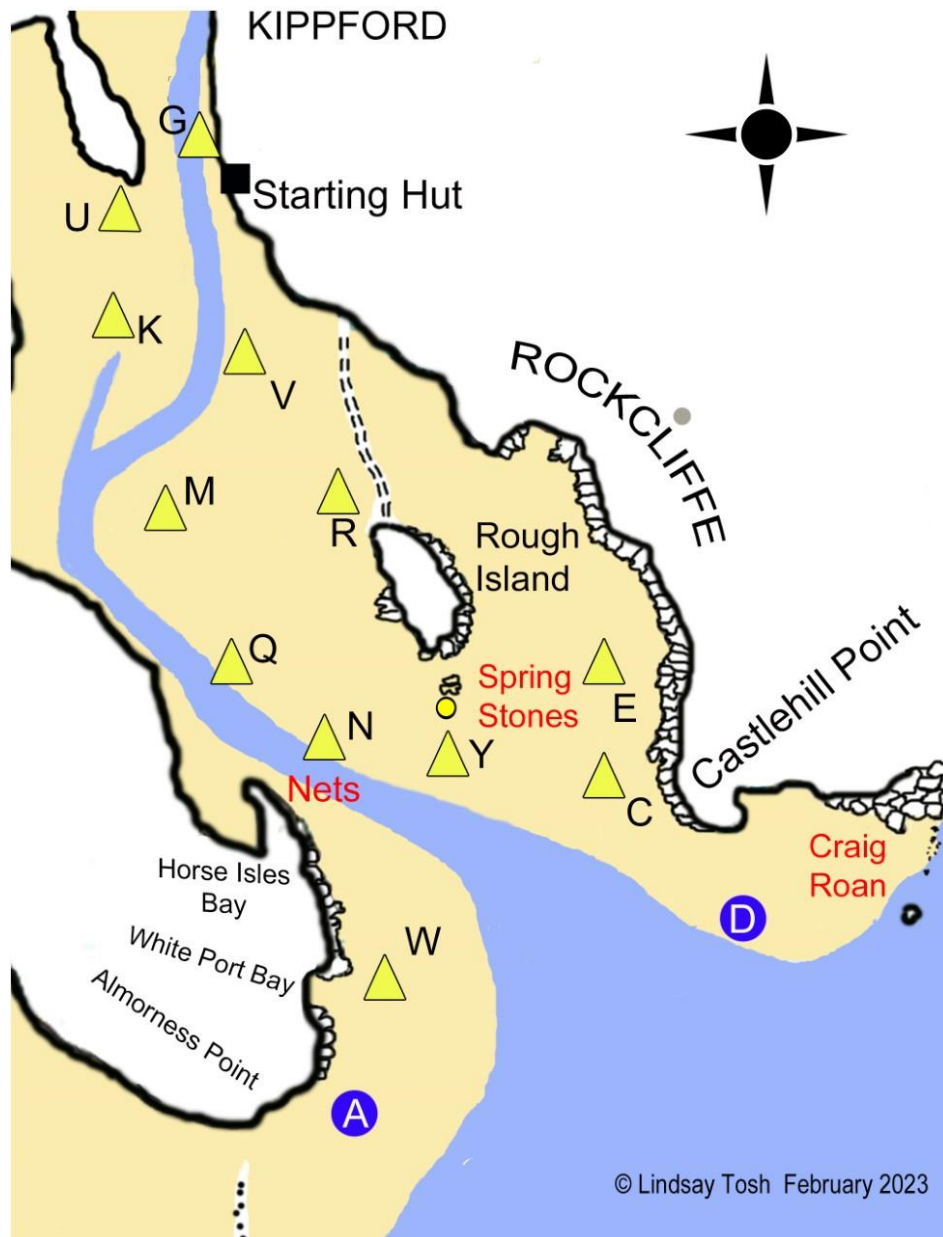


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Appendix A

Please note that marks shown in yellow should be permanently laid, but those in blue may not be. The positions shown, particularly of the blue marks, are approximate.



Note: The main channel now runs SW from G, past K, instead of taking the curved route shown above.