

ROYAL SELANGOR YACHT CLUB



SAILING INSTRUCTIONS

HARBOUR RACES

2020

UNTIL FURTHER NOTICE

This and other racing documents can be downloaded from the
[RSYC Sailing Webpages](#)

1. RULES

1.1. Races will be governed by the current Racing Rules of Sailing (RRS) of World Sailing (formerly ISAF). Changes herein override the appropriate Rule in RRS. [Download](#)

2. NOTICES TO COMPETITORS

2.1. The notice of race will be sent to competitors via email during the week prior to each individual race, and will be available on the club web site. No briefing will take place prior to racing.

3. CHANGES TO SAILING INSTRUCTIONS

3.1. Any change to the Sailing Instructions will be communicated in a notice placed on the Race Notice Board prior to the race.

4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed at the flagpole adjacent to entrance to the pontoon bridge.

4.2. An AP flag flown ashore signifies a postponement of at least 30 minutes.

4.3. The Race Officer will communicate with the racing fleet using VHF channel 72 as required. All participating yachts are required to carry a working VHF radio and use it during racing.

5. GENERAL

5.1. The Keelboat Racing Schedule will include a minimum of 18 harbour races divided into three Series, each with a minimum of 6 and a maximum of 10 races per Series.

5.2. Make-up days may be used if races are not completed as scheduled or if the race committee considers it unlikely that races will be completed as scheduled.

6. CLASSES & CLASS FLAGS

6.1. A Keelboat Class and a separate Platu Class may be operated if sufficient boats consistently register for racing. If not, the Race Committee may decide to combine these classes.

6.2. Keelboats will use flag U (Uniform), Platus will use flag C (Charlie)

7. RACING AREAS

7.1. Courses will be set in the area between Pulau Klang, Pulau Indah, North Port and the RSYC Club House.

7.2. The first start will be between Agas Buoy and Tail Buoy unless otherwise stated on the Notice Board or NOR.

7.3. Subsequent starts will be in the vicinity of Tail Buoy.

8. COURSES

8.1. A list of harbour courses, identified by numbers & colours, will be issued to all competitors and available on the Race Notice board each race day. [Download](#)

8.2. The courses will be communicated to the race skippers on the water via VHF Ch 72 and by means of a course board on the start boat.

8.3. If a course change becomes necessary during a race, the Race Officer will communicate the changes to all racers via VHF Channel 72 and will fly a shortened course flag at the finish mark and/or a mark boat.

9. MARKS

9.1. Marks of the course will be inflatable “Club” buoys or fixed navigational marks, as shown on the current published course book.

9.2. Specific details of the colour and position of “Club” buoys being used will be propagated via VHF before races.

10. THE START

10.1. The first warning for harbour races will generally be signalled at 13.25hrs (& start at 13.30hrs), unless otherwise directed on the NOR, or by the race officer and notified to all skippers prior to racing.

10.2. Races will be started using a 5 minute start sequence :

Signal	Visual signal & sound	Minutes before start
Warning	Class Flag + 1 sound	5
Preparatory	Preparatory flag (P) + 1 sound	4
One Minute	P flag removed + 1 long sound	1
Start	Class flag removed + 1 sound	0

10.3. A postponement of the start will be signified by means of an AP flag which will be lowered 1 minute before the (5 minute) Warning signal for the postponed sequence.

10.4. The warning signal for subsequent class starts may coincide with the previous start signal or follow it by a time interval of 5 minutes at the discretion of the race officer. The intention will be propagated by VHF during the preceding sequence.

10.5. The starting LINE will be bounded by a race committee boat flying an ORANGE flag at the Starboard end of the Line and a fixed or laid mark at the other.

10.6 An alternate “self start” may be used at the discretion of the race committee, particularly for offshore races. The “self start” will be administered from one of the participant boats in the race.

10.7 Sound signals may be simultaneously broadcast by VHF radio over the designated communication channel.

10.8. Start and Finish Timing for all races will be local GPS time (UTC+8hrs).

11. START TIME LIMITS

11.1. Time limit of 15 minutes for boats starting a harbour race.

12. THE FINISH

12.1. The finishing line for harbour races will generally be between the Committee boat and a laid mark.

12.2. In order to facilitate fast turnaround of harbour races the Finish LINE is determined as follows: (also see appendix):

- The RC boat will fly a BLUE flag when at the STARBOARD end of the finish line.
- The RC boat will fly BLUE over ORANGE flags when at the PORT end of the finish line.
- When neither Orange nor Blue flags are displayed the RC boat is moving position off station.

12.3. An AP flag flown at the finish signifies the intention to hold another race. It will be lowered 1 minute before the next warning signal.

12.4. If the race is sailed under “self finish”, racers are responsible for recording their own finish (GPS) times and then reporting them to the organiser for results calculation at the earliest opportunity (as notified in the appropriate NOR).

13.FINISH TIME LIMITS

13.1. No finish time limits apply, but the Race Officer may decide to end a race and notify participants who have not yet finished. In this case, boats that do not finish will be awarded a place and not marked as DNF. (This changes RRS 35 and A4)

14.PROTESTS & PENALTIES

14.1. Protests are discouraged, as this delays results and social time after racing. Boats are expected to resolve issues on the water by taking the appropriate penalty should they be protested. However, if unresolved, a jury consisting of the race officer and one or more non racing sailors will be convened. Their decision shall be final.

14.2. Time limit for submission of protests is 30 mins after the last boat finishes last race of the day.

14.3. For all classes in all races Rule 44.1 is changed so that the two turn penalty is replaced by a one turn penalty.

15.SCORING

15.1. For harbour series a fixed handicap system will be used. This rating may be adjusted between Series in the interest of fair racing but adjustment limited to 5%.

15.2. Each Series will be scored using Club based TCR derived from relevant IRC & RYA data. Where a yacht type is not listed the race office will determine the initial handicap using a formula based on yacht and sail dimensions.

15.3. To qualify for a Series score a boat must enter and finish at least 4 races in that Series.

15.4. After applying the appropriate rating, the Low Point Scoring system, with the first place finisher receiving 1 point, will apply with the following modifications to the RRS A4.1 & 2 ;

DNF =	DID NOT FINISH	= number of boats in race + 1
RET =	RETIRED	= number of boats in race + 1
DNS =	DID NOT START	= number of boats in race + 1
DSQ / DGM =	DISQUALIFIED	= number of boats in race + 1
DNC =	DID NOT COMPETE	= number of boats in series + 1

15.5. Tie breaks will be calculated in accordance with ISAF Appendix A8.1 (most 1st, 2nd, etc excl. discards) and thereafter A8.2 (best most recent score (incl. discards))

15.6 For each Harbour Series scoring there will be 1 discard after 6 races completed.

15.7. DNC scores are not discarded.

16. SAFETY

16.1. Skippers will “sign-on” their boats for each race at the RSYC Racing Notice Board, giving full details of number of crew on board.

16.2. A boat that retires from a race shall notify the race committee as soon as possible.

16.3. Every boat shall carry at least the minimum safety equipment. This will include life jackets for each crew member, an anchor with sufficient rope or chain, a horse shoe or round life ring and at least one VHF radio.

16.4. Every boat racing is required to give immediate assistance to boats or crew members in distress. The Race Committee may award compensation time to yachts that assist others.

17. EQUIPMENT

17.1. The use of an Autohelm/Autopilot is not permitted.

17.2. The use of power winches is permitted during any RSYC race.

18. RADIO COMMUNICATION

18.1. All communication between RC, and boats will be via VHF radio Channel 72 unless agreed otherwise.

18.2. Except in an emergency, competitors shall not communicate with other competitors via cell phone, nor VHF channels not likely to be monitored by all competitors.

18.3. In the event that excessive external radio traffic necessitates the use of an alternative VHF channel, the Race Officer will advise competitors of the alternate channel to be used. Competitors shall acknowledge the change before switching to the new channel.

18.4. Any boat with an AIS transponder fitted shall transmit AIS data at all times whilst sailing in all races.

19. PRIZES

19.1. Prizes for Series One, Two and Three will be awarded at the conclusion of each of those series.



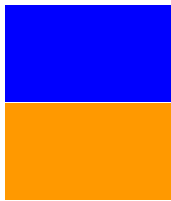
19.2. Prizes for other races or events will be awarded at the discretion of the Race Committee.

20. DISCLAIMER OF LIABILITY & INSURANCE

20.1. Competitors participate in RSYC racing regatta entirely at their own risk. See fundamental rule 4; Decision to Race. The organizing authority will not accept any liability for material damage, personal injury or death, nor consequential losses sustained in conjunction with, or prior to, during, or after RSYC races or events.

20.2. All boats competing in RSYC races will carry adequate Third party liability insurance.

Appendix – Start & Finish Flags – see SI 12.2

STARTS & FINISHES (does not apply to Windward / Leeward courses)		
	Orange	SIGNAL BOAT is on station at the START LINE (STARBOARD End)
	Blue	SIGNAL BOAT is on station at the STARBOARD end of the FINISH LINE
	Blue OVER Orange	SIGNAL BOAT is on station at the PORT end of the FINISH LINE

The reason for “port-end” finishes is to facilitate a faster turnaround between finishes and the next race. For example; one race may finish with a downwind finish from the last mark, so setting the finish line with the RC boat at the port end will allow for a standard upwind start for the next race.