

# Fife Regatta 21-26 June 2003

## Sailing Instructions

### 1. Rules

- 1.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing, amended as described in Sailing Instructions 4, 8 and 9.
- 1.2 NARROW CHANNELS: Attention is drawn to the International Regulations for the Prevention of Collision at Sea, 1972. Particular notice must be taken of Rule 9b, which states that "a vessel of less than 20 metres or a sailing vessel shall not impede the passage of a vessel which can safely navigate only with a 'Narrow Channel or Fairway'". "Recommended Channels" shown on Admiralty Charts of the Firth of Clyde shall be regarded as "Narrow Channels" within the meaning of IRPCS 9b. Clydeport Operations byelaws also give "Narrow Channel" status to any waters where manoeuvring may be difficult, and explicitly prohibit yachts from coming within 100 metres of ferry terminals when this may obstruct ferries.
- 1.3 TOWED ARRAYS: particularly in the Largs area, west of the Cumbraes, yachts should be aware that submarines on passage might have Towed Arrays extending up to 1,000 metres astern. Maritime Safety Broadcasts announced by the MCA (Coastguard) on VHF Ch 16 will identify any such submarines as "positive", and yachts must not pass within 1km astern of one so designated. (Escort craft will also normally instruct yachts to keep clear.)
- 1.4 QUEEN'S HARBOUR: Admiralty Charts identify the limits of the Queen's Harbour off Helensburgh and into the Gareloch past Rhu. The channel into and out of the Gareloch may occasionally be closed for the passage of submarines and other large warships, at which times the channel must be kept clear and the instructions of police launches or other escort craft must be obeyed.
- 1.5 Where any of items 1.2, 1.3 or 1.4 present a problem, yachts should take steps to keep clear, using their engines if necessary. Details should be advised to the Race Committee and requests for redress may be considered.

### 2. Notices to Competitors

Notices to competitors will be posted on the official noticeboards, which will be positioned as follows:

Until 0930 on 22 June:	ground floor foyer of Largs Sailing Club
From 1800 22 June until 0900 24 June:	foyer of the bar, Royal Northern & Clyde YC
From 1800 24 June until 0900 26 June:	ground floor of the Discovery Centre, Rothesay
From 1800 26 June:	ground floor foyer of Largs Sailing Club

The Race Office will be mobile, with a Race Official either to be found in the vicinity of the relevant official noticeboard or able to be contacted via a Mobile Phone number which will be posted on the noticeboard.

### 3. Changes to Sailing Instructions

Any change will be promulgated before 0900 on the day it will take effect. If a change is in effect, the Committee Vessel will fly flag "L" and may be contacted for further information if necessary using VHF (call on Ch 16, reply on Ch 77).

### 4. Signals Made Ashore

In the event of adverse weather conditions likely seriously to affect racing plans, signals may be flown ashore as follows:

Largs starts:	flagpole of Largs Sailing Club
Rhu / Helensburgh start:	flagpole at pontoon access, Rhu Marina
Rothesay start:	flagpole at west end of Rothesay Pier

When flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in race signal "AP".

## 5. Schedule of Races

Race	Day and Date	Time Signal	Class 1		Class 2	
			Warning	Start	Warning	Start
1	Saturday 21 June	1120	1125	1130	1135	1140
2	Sunday 22 June	1120	1125	1130	1135	1140
3	Tuesday 24 June	1120	1125	1130	1135	1140
4	Thursday 24 June	1120	1125	1130	1135	1140

## 6. Classes and Class Flags

Yachts will be assigned to classes dependent on the final list of entries. Lists will be displayed on the Noticeboard from Friday 20 June and copies will be available. As an approximate guide, it is anticipated that yachts of 30 feet LOA or less will be in Class 2.

Class 1	Numeral Pendant 1	Class 2	Numeral Pendant 2
---------	-------------------	---------	-------------------

## 7. Racing Areas, Courses and Marks

	Start Area	Finish Area*	Appendix
Saturday 21 June	Largs	Largs	A
Sunday 22 June	Largs	Helensburgh / Rhu	B
Tuesday 24 June	Helensburgh / Rhu	Rothesay	C
Thursday 26 June	Tighnabraich / Kames**	Largs	D

For definitions of marks of the course see Appendix E. Lat/long positions given are approximate and have been adjusted from chart datum (Ordnance Survey (1936)) to WGS 84 to match most GPS systems.

\* planned Finish Area – may be elsewhere if course is shortened

\*\* this will require a passage of approx 10 nm from Rothesay to the start area. Particular attention is drawn to the Burnt Isles north of Colintrave. Yachts drawing more than two metres are strongly encouraged not to use the South Channel through this area at half-tide or less. Shallower-draft vessels may consider using the South Channel, for which navigational notes from the Clyde Yacht Clubs' Association 2003 Yearbook are attached as Appendix F.

ALL SKIPPERS SHOULD CONSULT THE INSET TO ADMIRALTY CHART 1906 AND ASSURE THEMSELVES THAT IT IS SAFE FOR THEM TO NAVIGATE THIS PASSAGE USING EITHER CHANNEL.

## 8. The Start

Races will be started by using Rule 26, except that the warning signal for Class 2 will normally be five minutes after the start signal for Class 1.

In addition, in alteration of RRS 29, Individual Recalls (code flag "X") will not be signalled. Yachts on the course side of the starting line (OCS) at their start signal SHALL BE PENALISED. See Sailing Instruction 9.1 below for the relevant penalties.

## 9. Penalties

9.1 A yacht which is OCS at her starting signal will receive, without a hearing, a time penalty of 3% of her elapsed time rounded to the nearest second. Such a yacht shall not attempt to return and start as this will not remove the penalty. This changes RRS 29.1 and 63.1. A yacht which is OCS prior to her one minute signal that subsequently fails to return and start will be scored "did not start" (DNS).

9.2 RRS 31.2, 44.1, 44.2 and 44.3 will not apply. A yacht which may have broken a rule of RRS Part 2 or RRS 31.1 may take a time penalty unless she has caused serious damage or gained a significant advantage, in which case she shall retire. The penalty will be 2% of her elapsed time, rounded to the nearest second. A yacht taking such a penalty shall so inform the Race Committee at her finish.

9.3 RRS 44.4 is changed in that RRS 44.1 therein is replaced by Sailing Instruction 9.2.

## **10. Time Limits**

The Time Limit will be 1600 each day for both classes, and yachts failing to finish within 60 minutes of the first yacht in their class, or within the Time Limit, whichever is later, will be scored as Did Not Finish. Where yachts in either or both class(es) are eligible to continue racing after expiry of the Time Limit, the relevant Class Flag(s) will be flown from the Committee Vessel in the vicinity of the finish. When the Time Limit or its extension has expired for a class, or for both classes, three sound signals will be made and the Class Signal(s), if flying, will be removed.

## **11. Protests**

Competitors intending to protest or seek redress should advise the Committee Boat at the finish. Protest Forms will be available at the Official Noticeboard, and completed forms must be handed to a Race Official by 1800 on the day of the race concerned. Arrangements for hearings will be posted on the Official Noticeboard by 1830 and all parties should be prepared to be available to enable hearings to be held as quickly as possible. (Any Rothesay hearings will be on Wednesday 25 June.)

## **12. Scoring**

The Low Point scoring system of RRS Appendix A will apply, as modified in June 2002, with one discard from the series score if all races have been completed. Four races are scheduled, of which two shall be completed to constitute a series.

## **13. Disclaimer of Liability**

Competitors participate in the regatta entirely at their own risk. See RRS Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

## **14. Insurance**

Each participating yacht shall be insured with valid third-party liability insurance commensurate with the nature of the regatta and the other yachts participating. £2,000,000 should be considered an absolute minimum for third party cover.

## **APPENDIX A: SATURDAY 21 JUNE - THE CUMBRAES RACE**

HW Greenock: 0606 and 1857 BST

### **Starting Line**

Between an orange flag on a Committee Vessel flying a blue Clyde Yacht Clubs' Association flag, moored off Largs Yacht Haven, and a YELLOW inflatable mark in the vicinity of Ballochmartin Bay, the line to be crossed in the direction of the first mark of the course. An inner distance mark may be set *approximately* on the start line. No yacht may pass between this mark and the Committee Vessel.

### **Finishing Line**

As start line. **All yachts must sail through the finishing line at the end of each round.**

**note:** Individual round times will be noted and may be used in the event of yachts not completing the course

### **Courses**

The course to be sailed will be selected from those listed below, and will be indicated by an alphabetic letter displayed on the Committee Vessel.

Class 1 will sail two rounds, Class 2 will sail one round. See Appendix E for mark descriptions.  
(Each round is approximately 11.5 miles.)

#### **Course A (Wind Direction S, SW, W, or NW)**

North about Great Cumbrae leaving it to PORT. Start / Finish line to be crossed South to North, then leaving Marks "T", "B", "C", "P", "V" and "J" to PORT.

#### **Course B (Wind direction N, NE, E, or SE)**

South about Great Cumbrae leaving it to STARBOARD. Start / Finish line to be crossed North to South, then leaving Marks "J", "V", "P", "C", "B" and "T" to STARBOARD.

### **Shortened Course**

The Race may be shortened after one round, or at any mark of the course. In the event of a shortened course the Committee Vessel will fly Code Flag "S" and the appropriate Class Flag(s) and make two sound signals.

**It is recommended that ALL competitors consult Admiralty Chart No 1907, Little Cumbrae Island to Cloch Point.**

## **APPENDIX B: SUNDAY 22 JUNE - THE CLYDE RACE**

HW Greenock: 0702 and 1949 BST

### **Starting Line**

Between an orange flag on a Committee Vessel, flying a blue Clyde Yacht Clubs' Association flag, moored off Largs Yacht Haven, and a YELLOW inflatable mark in the vicinity of Ballochmartin Bay, the line to be crossed from south to north. An inner distance mark may be set *approximately* on the start line. No yacht may pass between this mark and the Committee Vessel.

### **Finishing Line**

Between an orange flag on a Committee Vessel, flying a blue Clyde Yacht Clubs' Association flag, moored east of Rosneath Patch in a position close to 55°58.8'N / 4°45.0'W, and a YELLOW inflatable mark laid to form the line.

### **Courses**

Class 1 will sail Course A, Class 2 will sail Course B. If Code Flag "S" is flown at the Start then both classes will sail course B.

#### **Course A**

START to Skelmorlie Bank leaving Safe Water Buoy to PORT and Nav Buoy No 32 (green) to STARBOARD, to Ascog Patches Tower to be left to STARBOARD, then to Warden Bank Buoy and subsequent marks as for course B below. (*approximately 23 miles*).

#### **Course B**

START to Skelmorlie Bank leaving Safe Water Buoy to PORT and Nav Buoy No 32 (green) to STARBOARD, to Warden Bank Buoy (green) to PORT, to Dunoon Bank leaving West Cardinal Buoy to PORT and East Cardinal Buoy to STARBOARD, to Kilcreggan leaving Nav Buoys KIL 1 to STARBOARD and KIL 2 to PORT, to south of Rosneath Patch Tower leaving Nav Buoy No 27 (red) to PORT and Whiteforeland Safe Water Buoy to STARBOARD, to FINISH (*approximately 17 miles*).

### **Shortened Course**

The Race may be shortened at any mark of the course. In the event of a shortened course the Committee Vessel will fly Code Flag "S" and the appropriate Class Flag(s) and make two sound signals.

## **APPENDIX C: TUESDAY 24 JUNE - THE ROTHESAY RACE**

HW Greenock: 0915 and 2145 BST

### **Starting Line**

Between an orange flag on a Committee Vessel, flying a blue Clyde Yacht Clubs' Association flag, moored off Helensburgh (approx position 55°58.8'N / 4°45.0'W), and a YELLOW inflatable mark, the line to be crossed in the direction of the first mark of the course. An inner distance mark may be set *approximately* on the start line. No yacht may pass between this mark and the committee vessel.

### **Finishing Line**

Between an orange flag on a Committee Vessel, flying a blue Clyde Yacht Clubs' Association flag, moored in Rothesay Bay in a position close to 55°51.0'N / 5°03.3'W, and a YELLOW inflatable mark laid to form the line.

### **Courses**

Class 1 will sail Course A, Class 2 will sail Course B. If Code Flag "S" is flown at the Start then both classes will sail course B.

### **Course A**

START to Dunoon Bank (East Cardinal Buoy to be left to PORT, West Cardinal to be left to STARBOARD), to Skelmorlie Bank (Nav Buoy no 32 to be left to PORT, Safe Water Buoy to be left to STARBOARD), to Mountstuart Safe Water Buoy to be left to STARBOARD, to FINISH (*approximately 20 miles*).

### **Course B**

START to Dunoon Bank and Skelmorlie Bank as for Course A, then Toward Reef East Cardinal and Toward Bank Nav Buoy (green) No 35, both to be left to STARBOARD, to FINISH (*approximately 14.5 miles*).

### **Shortened Course**

The Race may be shortened at any mark of the course. In the event of a shortened course the Committee Vessel will fly Code Flag "S" and the appropriate Class Flag(s) and make two sound signals.

## **APPENDIX D: THURSDAY 26 JUNE - THE KYLES OF BUTE RACE**

HW Greenock: 1122 and 2341 BST

NOTE: competitors should make passage from Rothesay to Kames/Tighnabruaich ( $55^{\circ}54'N / 5^{\circ}14'W$ ) in the Kyles of Bute. The approximate distance of this passage is 10 nautical miles for which adequate time should be allowed. See also the navigational notes in Sailing Instruction 7.

### **Starting Line**

Between an orange flag on a Committee Vessel flying a blue Clyde Yacht Clubs' Association flag, moored somewhere near  $55^{\circ}54'N / 5^{\circ}14'W$  off Kames, and a YELLOW inflatable mark, the line to be crossed in the direction of the first mark of the course. An inner distance mark may be set *approximately* on the start line. No yacht may pass between this mark and the committee vessel.

### **Finishing Line**

Between an orange flag on a Committee Vessel flying a blue Clyde Yacht Clubs' Association flag, moored off Largs Yacht Haven, and a YELLOW inflatable mark in the vicinity of Ballochmartin Bay, the line to be crossed in the direction from the last mark.

### **Courses**

Both classes will sail the same course. The course to be sailed will be selected from those listed below, and will be indicated by an alphabetic letter displayed on the Committee Vessel.

#### **Course A**

START to Inchmarnock Island to be left to PORT, to a laid inflatable racing mark on or near Scalpsie Bank (approx position  $55^{\circ}44.9'N / 5^{\circ}06.7'W$ ) to be left to STARBOARD, to Cumbraes sketch plan mark "P" (Portachur Nav Buoy), to be left to STARBOARD, and south about Great Cumbrae Island leaving the other sketch plan marks "V" and "J" to PORT, to the FINISH (*approximately 20 miles*).

#### **Course B**

START to Inchmarnock Island to be left to PORT, to a laid inflatable racing mark on or near Scalpsie Bank (approx position  $55^{\circ}44.9'N / 5^{\circ}06.7'W$ ) to be left to STARBOARD, to Cumbraes sketch plan mark "P" (Portachur Nav Buoy), to be left to PORT, north about Great Cumbrae Island leaving it and sketch plan marks "C", "B" and "T" to STARBOARD, to the FINISH (*approximately 23 miles*).

### **Shortened Course**

The Race may be shortened at any mark of the course. In the event of a shortened course the Committee Vessel will fly Code Flag "S" and the appropriate Class Flag(s) and make two sound signals.

## APPENDIX E: DEFINITIONS OF MARKS

With the exception of start / finish marks and a temporary rounding mark laid west of Bute for the Kyles of Bute Race, all marks are navigation buoys or equivalent and appear on some or all of the recommended Admiralty Charts. Positions given have been adjusted to WGS 84 datum.

### Key to Marks in Largs / Cumbraes area

B – Yellow Buoy ‘HUN 1’	C – Green Buoy ‘C’
J – Nav Buoy ‘HUN 9’ (red)	P – Portachur Nav Buoy (green) (55°44.4’N/4°58.5’W)
T – Nav Buoy ‘HUN 3’ (red)	V – Tann Spit South Cardinal No 38



### Key to Marks North of Largs / Cumbraes

Skelmorlie Bank Safe Water Buoy	(55°51.6’N / 4°56.4’W)
Skelmorlie Bank Nav Buoy No 32 (green)	(55°51.6’N / 4°55.9’W)
Ascog Patches Tower (Pile Beacon)	(55°49.7’N / 5°00.3’W)
Warden Bank Nav Buoy (green)	(55°55.8’N / 4°54.6’W)
Dunoon Bank East & West Cardinals (E and W of ...)	(55°56.8’N / 4°54.3’W)
Kilcreggan Nav Buoy KIL 1 (green)	(55°58.7’N / 4°50.3’W)
Kilcreggan Nav Buoy KIL 2 (red)	(55°58.8’N / 4°50.2’W)
Rosneath Patch South Nav Buoy No 27 (red)	(55°58.3’N / 4°47.3’W)
Whiteforeland Safe Water Buoy	(55°58.1’N / 4°47.3’W)
Mountstuart Safe Water Buoy	(55°48.0’N / 4°57.6’W)
Toward Reef East Cardinal	(55°51.4’N / 4°59.1’W)
Toward Bank Nav Buoy No 35 (green)	(55°51.1’N / 4°56.0’W)

## APPENDIX F: NAVIGATION NOTES – BURNT ISLES, KYLES OF BUTE

(extract from Clyde Yacht Clubs' Association Yearbook 2003)

Most Clyde yachtsmen feel they know the Kyles of Bute like the back of their hands. It is, however, an unfortunate fact that thousands of pounds worth of damage have been incurred every year for the last few years due to the facts being just a little more complicated than the inherited wisdom...

Following a survey completed for Clydeport plc in May 2001, the Hydrographic Office has published (in January 2003) a revised chart no 1906, Kyles of Bute, and part of the inset from that is reproduced below.

THIS REPRODUCTION IS NOT TO BE USED FOR NAVIGATION AS DETAILS AND SCALE ARE NOT GUARANTEED. IT MAY NOT BE REPRODUCED FROM THIS YEARBOOK.

However, attention is drawn to the following points in respect of the channel south and west of the Burnt Isles:

1. the flood stream starts to set south-easterly before LW, and so the Wood Farm Rock buoy (no 43, green conical) is understood to lie at that time very close indeed to the rock which it marks. As indicated in the CCC Sailing Directions, yachts should aim to pass close BUT NOT TOO CLOSE, to this buoy particularly at or near LW.
2. for yachts drawing 2 metres or more, it should be noted that there are two relatively shallow patches approximately 60 metres NW and 100 metres WNW of buoy no 43. There is an easy passage between these, but once again the CCC Sailing Directions should be heeded – “close but not too close” to buoy no 43.
3. the rock less than 100 metres NE of buoy no 44 has been re-plotted as somewhat larger than in previous editions of this chart. THIS ROCK IS A SERIOUS HAZARD, AND YACHTS BEATING THROUGH THE SOUTH CHANNEL SHOULD TAKE PARTICULAR CARE.
4. all other hazards should be noted, and due care taken in navigating this channel.

The following is reproduced from Admiralty chart 1906 by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office ([www.ukho.gov.uk](http://www.ukho.gov.uk)).

