

**Swansea Yacht & Sub-Aqua Club**  
**2025 – 2026 Evening series**

**Sailing Instructions**

**1. RULES**

1.1 The events will be governed by:

- a. the racing rules as defined in The Racing Rules of Sailing 2025 – 2028 (RRS); and
- b. the National Authority (RYA) prescriptions which can be found at <https://www.rya.org.uk/racing/rules>.

1.2 Boats shall also abide by:

- a. the RYA Racing Charter, which can be found in the RYA rule book (Racing Rules of Sailing 2028-28) and at <https://www.rya.org.uk/racing/rules/racing-charter> ; and
- b. the byelaws and regulations of ABP Swansea and ABP Port Talbot, as applicable.

**2. OFFICER OF THE DAY (OOD)**

2.1 The OOD will be decided on the day of racing, and in most cases is expected to be a competitor who is a SYSAC member.

2.2 The OOD will be responsible for making race-related announcements by VHF, for coordinating race-related communication, and for ensuring that all boats' times are collected after racing

**3. COMMUNICATIONS**

3.1 The Official Notice Board will be the racing notice board located in SYSAC club hallway.

3.2 The SYSAC Whatsapp group for racing skippers may be taken to constitute a channel of communication if it is known that all competitors have seen the relevant messages.

3.3 Pre-race communications may take place verbally, especially while transiting the Tawe lock.

3.4 All boats shall have on board a functioning VHF radio with all usual UK marine channels.

3.5 The VHF channel used for race-related radio communications will be 37(M). The callsign of the OOD will be that of their boat. Competitors shall monitor channel 37(M) throughout the race.

3.6 While racing, except in an emergency, a boat shall not make voice or data transmissions relating to the race except in communication with the race committee or other competitors on the designated race channels, and shall not receive voice or data communication relating to the race that is not available to all boats. Any competitor transmissions on channels used by the race committee shall be limited to those pertaining to the race(s) taking place at the time.

**4. CHANGES TO SAILING INSTRUCTIONS**

4.1 Changes to the sailing instructions more than 48 hours prior to the race will be posted on the official notice board and website.

4.2 Changes to the sailing instructions may be communicated via Whatsapp prior to embarkation of boats or verbally, including while competitors transit the Tawe lock.

4.3 Any change to the sailing instructions not previously communicated to all competitors will be announced by VHF.

## **5. COURSES**

5.1 Courses will be announced by the OOD.

5.2 Courses will be shortened by an announcement over VHF.

5.3 Changing RRS 32.1, the OOD may also shorten the course or abandon the race because of major wind shifts or irregular or inadequate winds.

5.4 Changing RRS 35, A5.2 and A9, and in addition to RRS 32, the OA may score boats in the order, corrected on handicap, that they passed the last mark at which the OOD is able to establish a finishing order.

## **6. THE START**

6.1 The scheduled time of the warning signal is nominally 18:45, but may at the OOD's discretion be as soon as practicable after it is known that all boats have arrived in proximity of the start line.

6.2 The starting sequence will be given over VHF and where possible with a sound signal.

6.3 There will be one start for all boats.

6.4 There will be a 5 minute warning and a Start signal. Efforts will be made to provide 4 minute and 1 minute warnings, and a countdown to the start, but this may not always be possible (e.g. if the OOD's boat is engaged in manoeuvres).

6.5 The starting line will be decided as part of the course.

6.6 An attempt to notify boats known to be over the line at the start will be made by VHF. Boats shall, however, observe their own position in regard to the line and ensure they have started correctly.

## **7. THE FINISH**

7.1 The finishing line will be the start line crossed in the direction which follows from the previous mark, unless otherwise announced.

7.2 Boats shall record their finishing times as local time from GPS and report these to the OOD or SYSAC office within 48 hours of completion of the race.

## **8. TIME LIMITS**

8.1 The time limit for the first boat to finish the course will be 20:30 BST unless otherwise announced by VHF.

## **9. PENALTY SYSTEM**

9.1 The two-turn penalty as described in RRS 44.1 is replaced by a one-turn penalty.

9.2 Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of RRS Part 2 or rule 31 in an incident may take a 30% post-race Scoring Penalty calculated as stated in rule 44.3(c) taking into account rule 44.1(a) by notifying the OOD prior to any protest hearing involving the incident. A post-race Penalty once accepted cannot be withdrawn.

## **10. PROTESTS AND REQUESTS FOR REDRESS**

10.1 Protests must be delivered in writing to the OOD in accordance with rule 60.3.

10.2 The protest time limit except as provided for in 10.6 is 30 minutes after the last boat has finished the last race of the day or 30 minutes after the OOD's boat has returned to the marina, whichever is later.

10.3 The protest committee will be made up from SYSAC members familiar with the RRS but not racing, or where that is not possible, race participants not involved in the incident.

10.4 Notices will be posted on the official notice board no later than 1 hour after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the SYSAC club house or the OOD's boat.

10.5 Decisions of the protest committee will be final as provided in rule 70.5.

10.6 The OOD or OA may protest a boat for breach of International Regulations for Prevention of Collisions at Sea on the basis of a report from any source. This changes RRS 60.2(a) and 60.3(a). The time limit in this case is 48 hours after the last boat finishes the race.

## **11. SCORING**

11.1 The Low Point System will be used. See Notice of Race section 10.

## **12. USE OF ENGINE PROPULSION IN AN EMERGENCY**

12.1 Competitors are reminded of their obligations to other vessels under the International Regulations for Prevention of Collisions at Sea and in particular to large commercial vessels in the main channel. In accordance with Rule 42.3(i) any boat which finds herself near collision with such vessels or any fixed obstructions may, in an emergency, use the engine or any available means of propulsion to avoid collision without being deemed to have infringed racing rules, provided that the boat does not gain advantage towards the finishing line.

## **13. INSURANCE AND RISK STATEMENT**

13.1 See Notice of Race sections 14 and 15.

## **14. SCHEDULE OF RACES**

14.1 See official notice board, website and Notice of Race.

14.2 Changes to the schedule of races will be promulgated as per changes to the sailing instructions (see section 4).

## 15. COURSE LOCATIONS

15.1 The diagram below shows the course area and normally used mark locations, positions of which are available on maritime charts. The positions and appearance of any other marks to be used must be announced by the OOD.

15.2 Racing shall take place to the north of the red line, and is deemed to fall into the inshore category.

