

**Sailing Instructions**

***PCC Racing***

**2022/23 Club Racing Series**

## **1.0 THE EVENT**

**1.1** These Sailing Instructions cover all 2022/23 PCC races (except the Holms Race and Shanghai Cup) and must be read in conjunction with the Notice of Race.

## **2.0 RESPONSIBILITY**

**2.1** Yacht racing can be dangerous. The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The safety of a yacht and her crew is the sole and inescapable responsibility of the owner or owner's representative who must do their best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are able to sail in bad weather. They must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They must ensure that the safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. Nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

**2.2** Nothing done by the organisers can reduce the responsibility of the skipper nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompasses everyone helping to run the races and events, and includes any appointed organising authority, race committee, race officers and beachmasters.

**2.3** PCC is an amateur organisation and entrants should consider this when participating in any race organised by or on behalf of the club. In particular entrants should not suppose that the race organiser or 'Officer Of the Day' is qualified or trained in managing such events.

**2.4** PCC conducts races in areas of intermittent shipping. It is the entrants responsibility to monitor VHF CH12 at all times and to remain clear of all commercial shipping (see 7.6 below), particularly those vessels that are 'swinging' (proceeding past the dock and performing a sharp turn to port to face a flooding tide as they approach the lock).

**2.5** All competitors to wear lifejackets for the duration of the race.

## **3.0 SCORING**

**3.1** Yachts scoring DNC will score the number of boats in the series +1. All other classifications (RET, DNF, DNS, DSQ, etc) will score points for the number of starters in the race +1 (this is default RRS for long series).

**3.2** One third or more of the starters must finish, or the race is void. Races will not be rerun if void (or for any other reason unless recalled).

**3.3** The minimum number of boats that constitute a PCC race is two.

**3.4** All races will be conducted as a single fleet.

**3.5** Results will be published on the PCC website.

## **4.0 THE START AND FINISH**

**4.1** Entrants are permitted use of the engine until one minute before the start for with tide races and four minutes before the start for top of the tide races.

**4.2** No sound or visual signals will be given at the start or finish of the race. Countdowns may be provided at 5, 4, 1, 0 minutes before the start on VHF CH37/M1.

**4.3** Entrants should keep clear of the start / finish areas unless starting / finishing so as not to interfere with competing boats.

**4.4** Any boat retiring from a race must confirm this to Race Control (VHF CH37/M1).

**4.5** See Appendix 1 for start and finish lines, which may be different.

## **5.0 THE COURSE**

**5.1** Courses will be set on the day from (but not limited to) the following list of marks:

- Cockburn: port channel mark to north of King Road
- Denny Shoal: south cardinal mark to north of King Road
- Newcome: port channel mark to north of King Road
- Firefly: starboard channel mark to south of King Road
- Outer: starboard channel mark to south of King Road
- Middle: starboard channel mark to south of King Road
- Outfall: PCC laid mark in vicinity of N51°31.70' W002°41.65'
- Denny Island: rocky islet 2nm NNW of Portishead pier
- Inflatable mark: laid orange cylindrical buoy(s)

**5.2** The location of many of the marks above are shown in Appendix 2.

**5.3** Course details will be announced over VHF before the warning signal.

**5.4** The OOD may shorten the course over VHF by removing legs of the course that have not been started by the leading boat.

## **6.0 COMMUNICATIONS**

**6.1** All competitors should monitor CH37 (M1) while in the starting area and for the duration of race. To contact the OOD call "PCC Race Control".

**6.2** All entrants should monitor Bristol VTS CH 12 when in their zone of control.

**6.3** For top of the tide races Notices to Competitors and Changes in Sailing Instructions will be announced by the OOD on CH37 and/or communicated via WhatsApp.

**6.3** For with tide races, where the timekeeper may be self-nominated, entrants must check WhatsApp for notices within 48 hours of the start.

## **7.0 PROTESTS**

**7.1** Boats intending to protest are requested to inform the OOD as soon as possible by VHF. Protests shall then be delivered in writing to the OOD or member of the sailing sub-committee within 2 hours of the time cut off for the last race of the day.

**7.2** Protests should be submitted with a protest fee of £25, which will only be returned if the protest is upheld.

**7.3** Protests not involving direct inter boat damage will be decided by arbitration. Where arbitration proves unsuccessful, or there is contact and damage, then a protest committee will be formed.

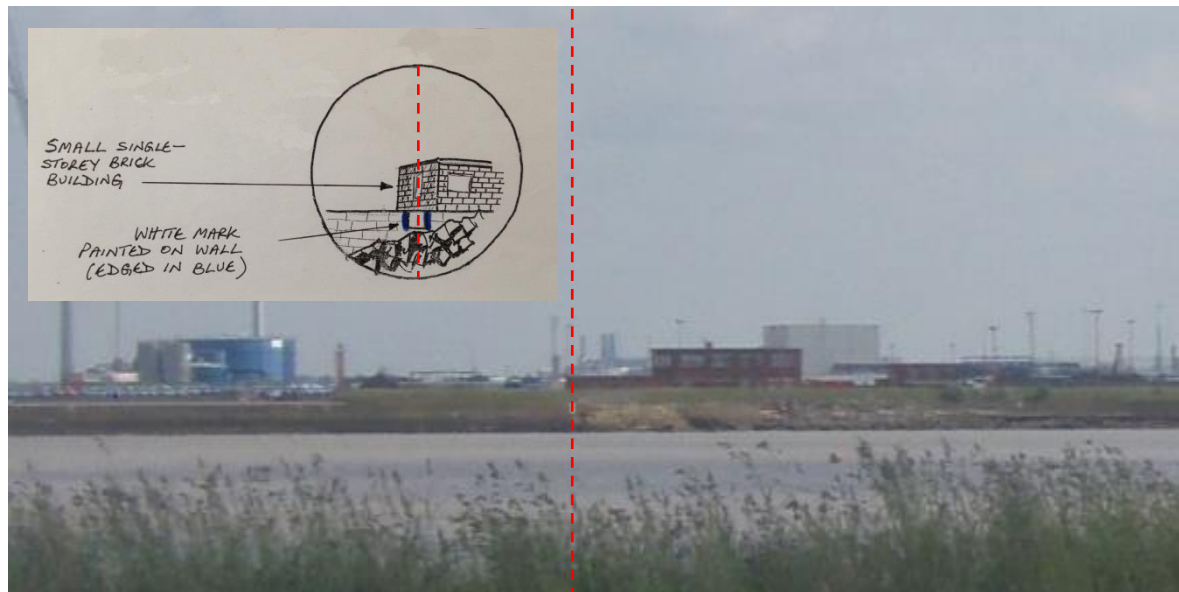
## **8.0 RACING COMMITTEE**

**8.1 Committee members are:**

- Racing Secretary: Nick Duppa-Miller (J Star)
- Simon Britten (Hero)

## APPENDIX 1 – START LINES

**A1.1** PCC start line: transit of the white mark on the Avonmouth sea wall with the window on the left (WNW) end of the single storey brick building. Although the Swash Buoy is not on the start line, it should be treated as a racing mark and always left to port.



**A1.2** Light airs start line: in light winds the OOD can change the start line to the transit of the nearest and furthest windmills



**A1.3** Further start lines are shown in Appendix 2

## APPENDIX 2 – KING ROAD

**A2.1** Shipping channels are clearly illustrated below. Any competitor interfering with shipping will be subject to a Protest Committee and liable to disqualification from the race and / or series.

**A2.2** Many of the racing marks are also illustrated

**A2.3** Three further start / finish lines are also depicted by dotted lines:

- Green: Portishead Pier to Firefly
- Blue: eastern end of Portbury Pier and Cockburn
- Red: an extension of the SE wall of Portishead Pier

The first two may be used in either direction and with / without an inner / outer distance mark. The line in red is only used for downtime races as a start line (leaving the pier to port), or finish line (leaving the pier to starboard).

