



2022 Ramen PY1000

Notice Of Race & Sailing Instructions

Race day: Saturday 26th March 2022

First Gun – 11.25hrs

High Tide Cobh – 11:49 @ 3.2m

Organised by The Royal Cork Yacht Club

Sponsored by Ramen: Asian Street Food

1. Race Format

The Race will consist of a single mixed dinghy endurance race, scored using the [RYA Portsmouth Yardstick](#) system. Results will be split into Class 1 and Class 2. Class 1 will be from PY 700 – 1199 and Class 2 will be PY 1200 – 1385 (Toppers, ILCA 4, Mirrors, Rankins, Topaz's etc.). Class 1 and Class 2 will start together but may do different courses. Numeral Pennant 1 will be class flag for Class 1 and Numeral Pennant 2 will be the class flag for Class 2.

2. Rules

1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
2. Any Class rules that amend their sailing instructions against The Racing Rules of Sailing would not apply to this race. E.g. Rule 42 – excessive pumping will not be allowed.

3. Notice to competitors

Notices will be displayed on the www.royalcork.com website and all information will be available at the briefing at 10:45 outside the dinghy centre of the Royal Cork Yacht Club.

4 Entry

The entry is open to members of any ISA/RYA affiliated club. The entry fee will be €20 for single handed entries and €25 for double or triple handed entries and is only available online. No entry means no result. Please enter and pay online at <https://www.royalcork.com/py1000-2022/>.

5. Changes to the Sailing Instructions

Any change to the Sailing Instructions will be posted before 10:30 on the day it will take effect.

6. Signals made ashore

Signals made ashore will be displayed at main RCYC flagstaff. When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

7. Race Start & Finish

Starting Line

The starting line shall be between a Committee Vessel and an outer distance Buoy which may be a RIB at anchor. Exact position of start line will be announced at the briefing, it may be in the Owenabue River or on the Curlane Bank

Starting Signals

The starting sequence will be as defined in RRS Rule 26, (i.e. 5, 4, 1, Start).

Late Starters

A boat starting later than 5 minutes after the starting signal will be scored Did Not Start (DNS). The Race Officer may override this rule at his discretion.

8. The Course

The Course shall be announced at the briefing and on the blackboard on the CV . In most years to now, racing would have taken place in the River but considering the size of our fleet and the conditions on the day, it may take place on the Curlane Bank and or the River

9. Shortening the Course

Shortening the course at a mark

The course may be also shortened at any course mark by a safety boat acting on the authority of the Race Officer. The Race Committee Vessel or a Safety Boat shall display the code flag "S" and shall make two sounds signals as described above. All other competing boats must continue to complete the same number of laps as the leader in their Class has completed.

If racing takes place on the Curlane Bank, the Race Officer may choose to finish racing upriver at Currabinny or the Club Line for instance. To do this, the race officer will fly flag C at a mark of the course with continuous sound signals. Competitors must then pass the mark at which the race committee are positioned to port and proceed to a layed large pink mark near the mouth of the river, pass this mark to Starboard and proceed to the finish. Again, all competitors must complete the same number of rounds as the leader before they proceed to the newly laid mark and on to the finish.

10. Time Limit

Time Limit for first boat	Time after first boat finishes
1 hour elapsed	30 minutes
2 hours elapsed	60 minutes (clarify this section)

Boats failing to finish within the time specified in column 2 after the first boat sails the course and finishes will be scored "Did Not Finish" (DNF). This alters RRS rules 35 and A4.1.

11. Grounding

Where a competitor's boat runs aground, they may use propulsion in order to free their vessel. However, they may not use propulsion in order to gain an advantage in the race. This alters RRS Rule 42.3(i).

12. Communications

Any information received by a means of communication which is not potentially available to other competing boats may be construed as outside assistance under RRS 41. There shall be no electronic communications used by or received by any competitor.

13. Protests

Protests shall be made in accordance with RRS Rule 61 and shall be lodged with the Race Officer within 30 minutes of the last boat finishing the race, unless extended at the discretion of the Race Officer. Protests can online be submitted online [here](#).

14. Rule 42

APPENDIX P SPECIAL PROCEDURES FOR RULE 42 will apply and umpires will be on the water. Rule P5 will not apply to any class, whether in their class rules or not (i.e pumping, rocking and ooching when the wind speed exceeds a specified limit will not be permitted).

https://www.racingrulesofsailing.org/rules?part_id=41

15. Handicap System

RYA Portsmouth Yardstick

The RYA Portsmouth Yardstick Scheme for the current year shall be used for all classes listed within the scheme. Vessel's not listed on the scheme shall be given their historical handicap which may be amended by the organizing authority taking into account crew skill factor. This designated handicap shall be final. The right to appeal is denied.

16. Prizes

1st Place in Class 1 under the PY scoring method = €500

1st Place in Class 2 under the PY scoring method = €500

Additional prizes will be awarded on the day

17. Buoyancy & Clothing

Personal buoyancy shall be worn by all competitors at all times when afloat; competitors shall be afloat for a long period of time and should wear either a fulllength Wetsuit or Dry suit for the duration of the day's race

18. Disclaimer & Insurance

18.1 A skipper is entirely responsible for the boat being sailed, their own safety together with the safety of their crew, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility

18.2 It is for the Skipper to decide whether their vessel & crew are fit to sail in the conditions in which she will find themselves. By launching or going afloat, the crew confirms that they are fit for those conditions and that they are competent to sail and compete in them

18.3 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 encompass everyone helping to run the race and the event, and include the organising authority, host club, the race committee, the race officer, umpires, patrol boats and beach masters

18.4 It is the duty of each boat owner to have his boat adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for the entirety of the PY1000 2022

COVID-19

By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID19 and for complying with the OA's COVID-19 procedures. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols, or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions. A breach of this rule shall not be grounds for protest by another boat. This amends rule 60.1(a)