



# GENERAL SAILING INSTRUCTIONS

**2026**

**Clwb Hwyllo Pwllheli Sailing Club**

**Glan Y Don, Pwllheli, Gwynedd, LL53 5YT**  
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## 1. Organising Authority & Rules



- 1.1 The Organising Authority is Clwb Hwyllo Pwllheli Sailing Club.
- 1.2 All Club racing will be governed by the rules as defined in the Racing Rules of Sailing. (RRS)
- 1.3 The IRC Rules Parts A, B and C shall apply to IRC racing.
- 1.4 Handicapping by RYA National Handicap for Cruiser Racers (YTC) Regatta series shall apply.
- 1.5 **RYA Racing Charter** Clwb Hwyllo Pwllheli Sailing Club implements the RYA Racing Charter which requires both competitors to sail, and organisers to provide, racing in compliance with the [Charter](#), which can be found at the front of the RYA rule book (Racing Rules of Sailing) or at [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter).

## 2. Entries and Eligibility

- 2.1 Club racing is open to all boats with valid IRC or YTC certificates.
- 2.2 To be considered an entry in the race and/or series, a boat shall complete all registration requirements and pay all fees.
- 2.2 Club racing is free to all fully paid up skipper members (excludes ISORA and IRC Welsh National Championships)
- 2.3 Visiting boats and members without skipper membership may enter specific club races and/or series by submitting an [online entry](#).
- 2.4 IRC and YTC classes may be split, the final class splits will be confirmed after entries are finalised.
- 2.5 Except for time trial races, a minimum of 2 entries is required to constitute a race.

## 3. Notices to Competitors

Notices to competitors will be posted on the Official Racing WhatsApp group.

## 4. Changes in Sailing Instructions

Any change to Sailing Instructions will be posted by 09.30hrs on the day it will take effect and may be repeated on Clwb Hwyllo Pwllheli Sailing Clubs Web Page.

## 5. Signals Made Ashore (at the Club house)

- 5.1 Signals made ashore will be made from the flag pole located to the west of Plas Heli the Welsh National Sailing Academy and Events Centre.
- 5.2 Flag "L" with one sound signal "A notice to competitors has been posted".
- 5.3 When the flag AP is displayed ashore (at the Club House), 1 minute is replaced with 'not less than 60' minutes in the race signal AP.

## 6. Schedule of Races

The schedule of races will be displayed on the CHPSC web site and may be repeated on the Notice Board. The programme of events/races is published on the CHPSC web page but the 'Supplemental Sailing Instructions' will take precedence.



## 7. Class Flags

Class 0 IRC 0	(TCC range at the discretion of the Race Committee)	ICF numeral pennant 0 (Yellow Red and Yellow vertical stripes)
Class 1 IRC 1	(TCC range at the discretion of the Race Committee)	ICF numeral pennant 1 (White with Red spot)
Class 2 IRC 2	(TCC range at the discretion of the Race Committee)	ICF numeral pennant 2 (Blue with White spot)
Class 3 YTC White Sails	(YTC range at the discretion of the Race Committee)	ICF numeral pennant 3 (Red White and Blue vertical stripes)
Class 5 SBR	(all numbers)	ICF numeral pennant 5 (Yellow and Blue halved vertically)
<p>Flags The class flags must be flown in a prominent position on the stern push-pit or backstay.</p> <p>Classes may be altered, amalgamated or divided at the discretion of the Race Committee</p>		

## 8. Racing Area

- 8.1 The racing area will be the waters of Cardigan Bay. Please refer to the '**CHPSC 2026 Chart of Marks**' and the '**2026 List of Marks**' with coordinates.
- 8.2 Windward/Leeward and Olympic courses will normally start in the vicinity of Pwllheli Sailing Club mark 8 or mark 4.

## 9. The Course

- 9.1 **Fixed Course** will be displayed on the CHPSC Bridge. Courses 1 to 68 are available in the CHPSC 2026 Racing Pack or CHPSC web page. Courses 70 to 99 (if used) will be posted on the official notice board and may be repeated on the CHPSC Web page. A multiplier number, (black on a white background) may follow indicating all marks to be repeated.
- 9.2 **Variable course.** The course will be displayed on the CHPSC Bridge using numbers with a red or green background denoting whether a mark is to be passed to port or starboard respectively. A multiplier number, (black on a white background) may follow indicating all marks to be repeated.
- 9.3 **Windward /Leeward and Olympic Triangle courses** and detail of course, marks, starting and finishing procedure will be provided with the SI's for that event or as an amendment to these SI's.

## 10. Marks

- 10.1 For 'Round the Cans' racing see the 'CHPSC 2026 Chart of Marks' and the 'CHPSC 2026 List of Marks'.
- 10.2 For Windward/Leeward and Olympic triangle courses see the specific Sailing Instructions for that event.
- 10.3 Replacement marks may be used and will be noted by amendments to this SI.



## 11. The Start

- 11.1 Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.
- Individual Recall RRS 29.1**, - one sound signal and flag 'X' displayed. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line etc but not later than 4 minutes after the starting signal or one minute before any later starting signal, whichever is earlier. Offending sail numbers may be hailed on channel 17. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes rule 62.1(a).
- General Recall RRS 29.2**, - two sound signals and flag first substitute displayed. The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.
- 11.2 The Start Line is a transit of the orange pole on the CHPSC Bridge, a white mast with an orange top section on the foreshore and the ODM (mark O). The seaward end of the line is bounded by an ODM (mark O). The shore end may be bounded by an IDM. Boats shall pass between these marks (when both are present), in the direction of the first mark of the course, to start.
- 11.3 Windward/Leeward and Olympic courses see the specific Sailing Instructions for that event.
- 11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5 When competitors have arrived at the starting area at the CHPSC Bridge the Race Officer may for any reason postpone (display flag AP, AP over H, or AP over A, with two sounds) or abandon the race (display flag N over H, or N over A, with three sounds). If a race is postponed the race sequence (warning signal) will start 1 minute after the AP is lowered (with one sound) at the start hut.

## 12. The Finish

- 12.1 The finish will be between the white stripe on the CHPSC Bridge widow and the ODM.
- 12.2 Shortening of course will be in accordance with RRS32. In addition, amending RRS32, the course may be shortened at any mark, signalled by two sound signals and Flag S (from CHPSC Bridge) as the first boat approaches the last mark intended to be rounded. The fleet will then proceed after rounding the mark to the CHPSC Usual Finishing Line (defined in 11.1) which will be crossed from the course direction. The Race Officer may announce his intention to shorten course on VHF Channel 17.
- 12.3 For Windward/Leeward and Olympic courses see the specific Sailing Instructions for that event.
- 12.4 Competitors are requested to record their own finish time and, if possible, the name and approximate time of the boat finishing before and after them.

## 13. Time Limit

- 13.1 The time limit for all Classes is 3 hours. Boats failing to finish within 60 minutes after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35 and A4 and A5.
- 13.2 This time limit will not apply to races which are scheduled as 'long' races.



## 14. Protests, Arbitration and Request for Redress

- 14.1 Protests shall be written on forms available at the race office and delivered there within 2 hours of the last boat to finish.
- 14.2 The Post Race Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. Decisions from RYA Arbitration can be referred to a protest committee but cannot be reopened or appealed. See the Official notice board for details.

## 15. Scoring and Time Correction Factor

- 15.1 The Clwb Hwyllo Pwllheli Sailing Club scoring system will be Appendix A, A9 long series.
- 15.2 Discards. A minimum of 3 races must be sailed to constitute a series. Discards will be as follows;

3 or less races	no discard	(three or less races are sailed all races will count.
4 races	one discard.	(four, five or six races are sailed there shall be one discard)
7 races	two discards.	(seven or eight races are sailed there shall be two discard)
10 races	three discards.	(Ten or more races are sailed there shall be three discard)
13 races	four discards	(twelve or more races are sailed there shall be four discard)
16 races	Five discards	(sixteen or more races are sailed there shall be five discards)
		These Amend RRS A2

- 15.3 Valid and current IRC rating certificates must be presented with the race entry form. Yachts that do not hold a valid IRC certificate may, at the request of the owner, be scored using YTC Handicapping for Cruisers (YTC). YTC is a free handicapping system. Competitors in the cruiser class must apply for a YTC rating online at [www.RORCRating.com/ryaytc](http://www.RORCRating.com/ryaytc) in advance of the event.
- 15.2 IRC Rule 22.4 shall not apply. There will be no limitations on crew number or weight.

## 16. Radio Communication

- 16.1 A boat shall neither make radio transmissions nor receive radio communications not available to all boats, while racing. CHPSC Bridge may be contacted on channel 17 subject to RRS 41 but absence of a reply shall not be grounds for redress. This changes RRS 62.
- 16.2 Boats are reminded of their legal obligation to keep a continuous watch on VHF Ch.16.

## 17. Prizes

See relevant Notice of Race.

## 18. Risk Statement

- 18.1 RRS Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 18.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
  - They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
  - They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
  - Their boat is in good order, equipped to sail in the event and they are fit to participate;



- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- h) Their boat is adequately insured, with cover of at least £3,000,000 against third party claims.

18.3 It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

### 19. Safety

19.1 All yachts shall comply with ISAF offshore safety regulations Category 4.

### 20. Personal Safety

20.1 RRS 1.2, 40 shall apply and it is the sole responsibility of the skipper to ensure that Life Jackets/Harness lines are carried for each member of the crew.

