

# SAILING INSTRUCTIONS

## Cays Cup Races & Boswell Series

### October 22, 23 2011

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1. **RULES & GENERAL CONDITIONS**

The Race will be governed by the Racing Rules of Sailing (ISAF 2005-2008), Supplement to the RACING RULES OF SAILING for 2005-2008 – Issued December 2004, the Jamaica Yachting Association (JYA) governing regulations for PHRF handicaps, the Notice of Race and other specific provisions as provided by these Sailing Instructions.

2. **ALTERNATIVE PENALTIES**

ISAF Rule 44.2 (720° Turns Penalty) shall NOT apply for an infringement of a Rule of Part 2. ISAF Rule 44.3 (Scoring Penalty) shall be in effect.

3. **ADVERTISING**

The Race is classified as a Category "A" event in accordance with ISAF Rule 20.3 and Appendix G RRS 2005-8.

4. **ENTRIES**

- a) The races are open to Cruiser Class having a valid RJYC/JYA PHRF rating. A Cruiser is defined as a self-righting mono-hull, equipped with lifelines, accommodation for crew in an enclosed cabin and having a self-draining cockpit.
- b) Yachts may be entered by registering with the Start Committee or by ensuring that the yacht's name is entered in the Race Book prior to the start of the Race.
- c) Note that J-22's rigged to class rules are considered eligible, and attention is drawn to paragraph 13 herein for absolute compliance.
- d) **ENTRY FEE.** A Fee of **J\$3,000.00 per boat per Race** will be charged to create a Prize Fund.

5. **STARTING PROCEDURE**

The Race will be started in accordance with ISAF Rule 26 System 1. The races will be started using the following signals as permitted by RRS 86.1 (b).

<i>Signal</i>	<i>Flags &amp; Sounds</i>	<i>Minutes prior to signal</i>
Warning	Code Flag 'C' (3 short sounds)	10
Preparatory	Code Flag 'P' (2 short sounds)	5
Start	Removal of Code Flag 'C' ( 1 sound)	0

In the event a Start Committee and/or visual signals are not available for the start of the Race, **THE CRUISER RACING CAPTAIN OR IN HIS ABSENCE HIS NOMINEE** shall advise the fleet of the starting signals at least 30 minutes prior to the start.

The following signals may be given:

- a) **POSTPONEMENT** – General broadcast on VHF Channel 68. If the Race is postponed a warning to the preparatory signal will be given one minute prior to the preparatory signal and shall be one (1) sound signal.
- b) **INDIVIDUAL RECALL** – One (1) sound signal after the starting signal, specific communication on VHF Channel 68, not mandatory.
- c) **GENERAL RECALL** – Repeated multiple sound signals and/or general communication on VHF Channel 68.

6. a). **START TIME Race RJYC to Lime Cay**  
10:50 hours (LMT) Saturday October 22, 2011.
- b). **START TIME Race Lime Cay to RJYC**  
10:30 hours (LMT) Sunday October 23, 2011.

7. **COURSES**

a) **RJYC TO LIME CAY RACE**

**THE STARTING LINE:** EAST to WEST defined by a TRANSIT of the Flags flown by the Start Committee through Mark "I", limited to the North by Mark "S"

THE RACE COURSE:

Course 1.

From the Start Line through the KINGSTON HARBOUR MAIN SHIP CHANNEL, leaving all navigation buoys and marks on their proper hand, thence to KINGSTON SOUTH CHANNEL leaving VIDAL SHOAL to PORT, thence southward of SOUTHWEST CAYS and SOUTHEAST CAY, thence to EAST CHANNEL BUOY NO. 1 (FI G 1.5s) leaving it to PORT, thence through the EAST CHANNEL leaving all navigation buoys on their proper hand, to the FINISH leaving the Lime Cay BUOY to PORT.

**Alternative Course, Course 2. To be used in LIGHT or HEAVY Weather at the discretion of the Cruiser Racing Captain or in his absence his nominee or the Race Start Committee.**

From the Start Line through the KINGSTON HARBOUR MAIN SHIP CHANNEL, leaving all navigation buoys and marks on their proper hand to HARBOUR SHOAL leaving it to PORT, thence to KINGSTON EAST CHANNEL leaving all navigation buoys and marks on their proper hand to EAST MIDDLE GROUND rounding it to PORT thence to LIME CAY BUOY leaving it to PORT.

**THE FINISHING LINE:** The Finishing Line will be an imaginary line extending from the most Westerly bushes on a transit through LIME CAY BUOY. EACH VESSEL MUST RECORD THEIR TIME OF CROSSING. The first vessel to finish is requested to take the finish time of all others if possible.

b) **LIME CAY TO RJYC RACE**

Course 1.

START LINE: WEST to EAST through the START Line which will be an imaginary line extending from the most Westerly bushes on a transit through LIME CAY BUOY leaving LIME CAY BUOY to STARBOARD, then to EAST CHANNEL NAVIGATION BUOY NO. 1 (FI G 1.5s) leaving it to STARBOARD having observed all East channel navigation buoys on their proper hand, thence Southwestwards leaving SOUTHEAST CAY to STARBOARD and WESTWARDS to the SOUTH of SOUTHWEST CAYS to VIDAL SHOAL Mark leaving it to STARBOARD and NORTHWARDS through the SOUTH CHANNEL into the MAIN SHIP CHANNEL leaving all Marks and BUOYS on their proper hand to the FINISH LINE at the RJYC.

**Alternative Course, Course 2. To be used in LIGHT or HEAVY Weather at the discretion of the Cruiser Racing Captain or in his absence his nominee or the Race Start Committee.**

**START LINE:** WEST to EAST through the START Line which will be an imaginary line extending from the most Westerly bushes on a transit through LIME CAY BUOY leaving LIME CAY BUOY to STARBOARD to EAST MIDDLE GROUND leaving it to PORT., thence WESTWARD through the EAST CHANNEL to KINGSTON HARBOUR MAIN CHANNEL leaving all Buoys and MARKS on their proper hand to the FINISH LINE at the RJYC.

**THE FINISHING LINE:** The Finishing Line will be an imaginary line extending Northward from the RJYC Crows Nest to "I" Mark, limited to the South by the RJYC Slipway Pier, finishing West to East.

**NOTE: ALL COURSES:**

(a) WEST MIDDLE ROCK (CAKE) BUOY may be passed on either hand. Competitors shall NOT pass SOUTH of an imaginary line drawn between PICKERING and TUPPER beacons.

(b) The courses take competitors within the shipping channels and all must pay attention to the movements of vessels in the channel, and be aware that these vessels are restricted in their ability to maneuver. In practice it is the responsibility of the vessel crossing to keep clear of any vessel transiting the channel.

8. **TIME LIMIT**

(a) 17:30 hours (LMT) Saturday 22 October 2011.

(b) 17:00 hours (LMT) Sunday 23 October 2011.

9. **HANDICAP SYSTEM**

Yachts will be handicapped by the "Time on Time" system in accordance with the PHRF Ratings as determined by the Handicap Committee.

10. **COMMUNICATION**

A Yacht shall not receive special information concerning the Race by any means unless this information is available to all competing yachts and at the same time.

VHF Channel 68 is the recommended channel for this Race, and shall be the preferred channel used for general race management and safety coordination.

11. **NOTICES TO COMPETITORS**

Notices will be placed on the Notice Board located within the RJYC. Changes to these sailing instructions may alternatively be communicated by VHF radio or verbally from the officer in charge.

12. **ANCHORS**

Yachts over 28 feet in length shall carry two (2) anchors; Other yachts shall carry one (1) anchor. The rode shall be of suitable size and at a minimum, 100ft in length.

13. **LIFE-SAVING EQUIPMENT**

Every yacht shall carry personal floatation equipment for each crewmember. If a yacht does not have lifelines that adequately protect the port and starboard sides of the cockpit, then the crew must wear life jackets from the 5-minute warning signal and continuously until they have crossed the finish line.

Note: All entrants are liable to inspection at the discretion of the club's Safety Officer.

14. **PRIZES**

**Cruiser Class** - will be awarded for the first, second and third place results under the handicap system. Together with first, second and third place across the line.

Note: A third Place prize will only be awarded if there are four or more entries.

**J-22 Class** (3 boats or more) - Will be awarded if a participant in the J22 class places first on corrected time against all other competitors and J-22 Class prizes if there are 3 or more J22 entrants that are on the start area at the 5 minute signal.

15. **RESPONSIBILITY**

- (a) The decision to enter a vessel and to take part in this event is the sole responsibility of the Skipper of each vessel and to notify the Race Committee if the yacht withdraws after starting the race. (RRS part 1 [4])
- (b) The safety of a yacht and her crew is the sole and inescapable responsibility of the Skipper. Neither the Racing Rules of Sailing, equipment regulations, nor, inspection of a yacht, limits or reduces complete, unlimited responsibility of the Skipper.
- (c) The Royal Jamaica Yacht Club and Race Organizers accept no liability for any accident or injury that may be sustained by or caused by any participant or others, or for the loss of or damage to any vessel in any way, or from any cause whatsoever during this race or related activities.