

1 Rules

Racing shall be governed by the Racing Rules of Sailing (RRS) 2017-2020, the prescriptions of the RYA and the rules of the Victory Class, except those that are changed by these sailing instructions, the bylaws for The Port of Southampton, Portsmouth Harbour and Cowes Harbour.

CLASS MEMBERS ATTENTION IS BROUGHT TO THE LEGAL
REQUIREMENT TO ENTER AND LEAVE PORTSMOUTH HARBOUR USING
THE SMALL BOAT CHANNEL

1.1 Cowes Week

Cowes Week races are governed by the separate Notice of Race and Sailing Instructions published by the Cowes Week organising authority.

2 Schedule of Races

The programme of races is published in the Victory Class 2019 racing programme.

3 Insurance, Class fees and Self Check List

No Boat may race and no results will count unless;

- a) Covered by third party indemnity including cover for racing, this must be at least £3,000,000 sterling.
- b) All her owners are members of the Victory Class and have paid all subscriptions and dues.
- c) The 2019 Victory Class Racing Declaration and Safety Checklist has been completed and returned.

4 Compulsory Equipment

In addition to the compulsory equipment listed on the 2019 Victory Class Racing Declaration and Safety Checklist, boats shall carry for all races covered by these sailing instructions, a functional engine and sufficient 'fuel' (to include battery capacity in the case of an electric engine) to complete 2 transits of Portsmouth Harbour entrance under power in the tidal conditions expected on the day of the race (regardless of whether such transits need to be made under power).

4.1 Spot Checks

Members of the Class Sailing and Technical subcommittees may carry out spot checks without prior warning on boats to ensure compliance with Class Rule 6.1 and SI 4. Boats shall support these checks as requested. In the event that a non-compliance with rule 6.1 or SI 4 is found, the result will be reported to the Racing Secretary who shall take the following actions.

- a) Reject the boats entry to any future Victory Class race until the boat has proactively demonstrated compliance to the Racing Secretary or a member of the Sailing or Technical subcommittees.
- b) Disqualify the boat without hearing from any immediately preceding race where it is clear that the boat raced while not complying with Rule 6.1 or SI 4. This varies RRS 63.1.
- c) Any boat so disqualified by (b) above may request redress as per RRS 62.1(a) if she feels the action was improper.

5 Variations to the Racing Rules of Sailing

RRS 30 STARTING PENALTIES. Rules 30.1 and 30.2 shall not apply

RRS 33 CHANGING THE NEXT LEG OF THE COURSE. See rule 16.1 and 16.2 of these sailing instructions.

RRS 44.1 The Two-Turn penalty referred to in connection with Part Two incidents is amended to a One-Turn Penalty.

6 Racing Flags

Every boat while racing shall carry on her backstay, a Z flag of which the hoist and fly shall be not less than 8" x 11" respectively, preferred size is 12" hoist x 15" fly.

7 Retirements

A boat retiring from the race must report the retirement to the OOD as soon as possible by VHF Radio.

8 Starting and Finishing lines

8.1 Outside Portsmouth Harbour – Haslar Signal Station Line

The starting/finishing line will be between the signal mast and the Outer Distance Mark (ODM), a yellow spherical buoy marked "Suffolk Sails", approximately 360 metres offshore. The ODM shall be left to PORT when starting.

8.2 Outside Portsmouth Harbour – Committee Boat/Gate Start

See SI 11 and Appendix A&B to these sailing instructions.

8.3 Inside Portsmouth Harbour

The Class procedure is published in Appendix C to these sailing instructions.

9 Recalls

Individual recalls will be signalled in accordance with RRS 29.1.

General recalls will be in signalled in accordance with RRS 29.2.

10 Shortened Courses

If the race is shortened at the ODM (Suffolk Sails), boats shall always finish by leaving ODM to starboard.

If the race is shortened by Committee Boat at the end of a round only flag S is flown. The finishing line shall be between the Signal Station flag mast and the ODM. The Committee Boat must position herself either on the line or if outside the ODM close enough to the mark to prevent boats passing between her and the ODM, preferably attached to it.

If the race is shortened by Committee Boat at a mark other than the ODM (Suffolk Sails), a blue flag plus the S flag must be flown. The Committee Boat must be positioned to form a finishing line, between her and the adjacent mark, at right angles to the previous mark so that boats leave the mark on the side indicated on the course sheet.

11 Committee Boat/Gate Start.

If the Haslar Signal Station is not available, either a Committee Boat or a gate start may be used. Any course details published in advance can be superseded and oral instructions of start/finish line and course to be sailed shall be obtained on the water by the helmsman from either the Committee Boat or the Gate Boat. The Class procedure for Committee Boat Starts is published in Appendix B to these Sailing Instructions. The Class procedure for Gate Starts is published as Appendix A to these Sailing Instructions.

12 Starting Times

Race starting times are as published in the 2019 Victory Class Racing Programme. Unless there is good reason to delay, the Warning Signal should be given 5 minutes prior to the published start time.

13 Starting Races

Races will be started as per RRS Rule 26

14 Starting Time limits

Boats attempting to start more than 10mins after the starting signal will be scored Did Not Start (DNS).

15 Finishing Time limits

For weekday races, Finishing Time Limit is 2 hours after the Start time.

For weekend races, Finishing Time Limit is 3 hours after the Start time.

If no boat finishes within the time limit, the result will be declared on the position at the end of the last completed round, but if no round has been completed, the race will be null and void. Boats failing to finish within 30 minutes after the first boat finishes or within the time limit, whichever is the later, will be scored 'Out of Time' (OOT). This changes RRS Rule 35.

16 Courses

The course to be sailed will be selected by the OOD from the Class Course Sheets and the Course Number shown at the Haslar Signal Station or Committee Boat by number boards. When a selection of courses for particular races is published in a circular standard sponsorship names, as appears on Class Course Sheets, will be used indicating the course to be sailed.

Marks shall be left to Port (Red) or Starboard (Green) as indicated by the colour on the Course Sheet.

At all times while racing, boats shall pass to the SOUTH and WEST of a line from the Red Post, near the Harbour Entrance, through No 4 Bar Buoy and onto No 2 Bar Buoy. This line is designated as an OBSTRUCTION as per RRS Definitions.
All marks are to be turning marks.

16.1 Change of course.

RRS 33 shall be amended as follows: The OOD may decide to amend the course being sailed at the conclusion of a round.

To do this, the OOD shall:

1. Display code flag Charlie (C)
2. Make continuous sound signals prior to the start of the first leg of the new course
3. Replace the course number(s) or instructions of the previous course with the number(s) or instructions of the new course to be sailed
4. The new course shall be sailed from this rounding mark.

16.2 Change of Course at any mark by OOD on Signal Station

RRS 33 shall be amended as follows:

To do this, the OOD shall:

1. Display code flag Charlie (C)
2. Notify competitors by VHF channel 15 of the new course to be sailed from the designated mark.
3. The new course shall be sailed from this rounding mark.

17 Protests

Notice of intention to protest shall be given in accordance with RRS 61.1 and the notification to the OOD within 1 Hour of finishing. Helmsmen are reminded that if at all possible they should draw the attention of the OOD to their protest flag when finishing.

Protests shall be in writing and be submitted in accordance with RRS 61.2 to the Racing Secretary (sid.dollery@gmail.com) or OOD within two hours of the time limit. An emailed copy of the protest is deemed as compliant with this requirement.

Where an incident permits, and all parties agree, incidents can be dealt with by arbitration, in place of or prior to a full protest hearing. This procedure is described at

<http://www.rya.org.uk/SiteCollectionDocuments/Racing/RacingInformation/RacingRules/RYA%20Guidance%20-%20Rules%20Disputes%20-%202012.16.pdf> The exoneration penalty available by Arbitration, if accepted as per RRS 44.3c, will be race position adjusted from the actual finishing position + 20% of the number of finishers. The adjusted position will be rounded up to the higher number of points.

Protests will be heard in approximately the order of receipt as soon as possible, including the day of the incident.

18 Scoring System

Scoring will be in accordance with RRS Appendix A - Scoring, amended as follows:

The Officer of the Day's Boat shall be awarded Average points, as long as the OOD's Boat has not raced on the water, during the race in question.

The Low Point Scoring system will apply. Each eligible boat starting and finishing in a race and not thereafter retiring or being disqualified, will be scored points equal to her place in that race.

Boats that came to the start area but are to be scored DNS, OCS, DNF, OOT, RET or RAF will be scored points for the finishing place one more than the number of all the boats that came to the starting area.

Boats to be scored DSQ will be scored points for the finishing place two more than the number of all the boats that came to the starting area.

Boats to be scored DNC will be scored points for the finishing place one more than the total number of boats who entered the series, as all series are Long Series.

Boats with outstanding insurance/class fees/ Self Check List or that ignore Class Rule 3.4 and race will be scored DQic and scored points for the finishing place ten more than the total number of boats who entered the series.

Visitors Race, unless at least one visitor is aboard boats will be scored DNC.

The number of discards is as follows:

- a) Racing series where 4 or more races are completed shall include 1 discard.
- b) Racing Series where less than 4 races are completed shall include no discards.
- c) **Cowes Week** - As shown in Cowes Week Sailing Instructions

All Tuesday and Thursday evening races - If less than THREE boats start, the race will be null and void
Saturdays and Candlelight Series - If less than TWO boats start, the race will be null and void.

19 Disclaimer of Liability

Competitors participate in Victory Class Races entirely at their own risk. See rule RRS 4, Decision to Race. The Victory Class will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the racing.

20 Evening Races

The OOD (or his representative) listed in the Victory Class Programme shall start and finish races from the Haslar Signal Station or from a Committee Boat unless special dispensation is received from the Racing Secretary or Class Captain.

21 Saturday Races

Unless specified in an additional special sailing instruction circulated before the start of the race, all races shall start using the Gate Start Procedure.

22 Single Handed Race

No spinnakers are allowed to be flown and life jackets must be worn at all times.

23 Risk Statement

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" .

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:

1. 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;
2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
4. their boat is in good order, equipped to sail in the event and they are fit to participate;
5. provision of a race management team and Committee Boat does not relieve them of their own responsibilities;
6. it is their responsibility to familiarise themselves with any risks specific to the race or the drawn to their attention.

Member's attention is drawn to the Risk assessment which is available on the Class website.

APPENDIX A - GATE START PROCEDURE

When a Gate Start is to be used, these instructions will supersede any conflicting requirements of the Standard Sailing Instructions.

1. Responsibilities

The Gate boat helmsman takes the role and responsibilities of the OOD/Race Committee where referenced in World Sailing RRS

2. VHF

The VHF channel used for this procedure is Channel 15. The Gate boat helm may designate an alternative channel. It is the Gate Boat helm's responsibility to ensure all competitors are aware of any alternative channel before the warning signal is made.

3. Communication of Start/Finish Line and Courses

- a) Information about the course, starting mark and finish line shall be communicated in accordance with RRS Rule 27.1, preferably by VHF or by word of mouth.
- b) Notwithstanding a) a boat may obtain course and starting mark information by any means before or after her starting signal. This does not break RRS Rule 41.
- c) It is the responsibility of each boat to ensure she has obtained course and start information from the Gate Boat in a timely manner

4. Starting Marks, Courses and Finishing line.

- a) Starting Mark: The OOD shall start the race from the designated Port Limit Mark.
- b) Course: The OOD may either:
 - I. Define a sequence of marks, with required sides, to form the course to be sailed. All such marks used shall only be those shown on the current Class course chartlet.
 - II. Select a standard course from the Victory Class Course sheets or a pre-published list of courses for the day. In such a case the OOD may choose to add or omit a mark before commencing the standard/pre published course. If a mark is added the OOD shall indicate whether this mark shall be left to port or starboard.

5. Gate Boat identification

The Gate Boat shall be identified by the following:

- a) By towing a floating marker buoy or fender one boat length astern. The Gate Boat shall always tow a marker.
- b) And by either:
 - I. Word of mouth or via VHF prior to the 5 minute gun
 - II. By the display of Flag F from the backstay.

6. Towed Marker

This forms an extension of and is considered part of the Gate Boat throughout the starting procedure until the gate is closed.

7. Starting Signals

Flag signals will not be made by the Gate Boat. Sound signals only will be made. Times are to be taken from the sound signals. The following timing sequence shall be used.

Warning Signal	5 minutes before the start
Preparatory Signal	4 minutes before the start
One-minute Signal	1 minute before the start
Starting Signal	See 7a) below

- a) The Starting Signal shall be made 1 minute after the one minute signal OR as the Gate Boat clears the Port limit mark such that a boat can start between her and the buoy WHICHEVER IS THE LATER. No boat shall start before the Starting Signal. This varies RRS 26

8. Start Procedure

Just before the start time the Gate Boat will commence a PORT tack close-hauled course leaving the Port Limit Mark to PORT and make the Starting Signal in accordance with SI Appendix A 7a). It will continue on this course until gate closes as defined in SI Appendix A 11. All other boats will cross the start line between the Limit Mark and the Gate Boat on STARBOARD tack.

9. Start Line

The Start Line opens at the starting signal between the Port Limit Mark and the Gate Boat and closes in accordance with SI Appendix A 11.

10. Gate Boat Rights

- a) The Gate Boat has absolute right of way over all other competitors after the Preparatory signal until the gate is closed in accordance with SI Appendix A 11.
- b) Other boats shall not interfere with the Gate Boat or prevent her executing the starting procedure. This includes deliberately sailing to interfere with the Gate Boat's wind.
- c) If the Gate Boat believes she has suffered interference she shall PROTEST. If she believes the fairness of the start is compromised she shall act in accordance with SI Appendix A 13 and RRS 32.

11. Gate Closure

The Gate Boat shall close the gate:

- a) After 2 minutes

OR

- b) Once she judges that all boats have started

OR

- c) Once she judges all boats will be able to cross the Start Line by MAINTAINING a close-hauled starboard course without the need to bear away.

OR

- d) Once further boats will clearly not be able to reach the Start Line within the fixed time limit in SI Appendix A 11a.

The Gate Boat shall close the Gate by making 1 long sound Signal. The Gate Boat may continue on port or tack onto Starboard as she wishes. The towed marker may be recovered.

12. Premature & Late Starters

- a) A boat that has not started by crossing the Start Line by the time limit in SI Appendix A 11a may only start properly by crossing the Start Line within 3 boat lengths of the Port Limit mark.
- b) A boat that has not complied with SI Appendix A 7a and has started prematurely may restart only by rounding the Port limit mark and crossing the line on Starboard tack. RRS 22.1 applies.

13. Shortening or Abandoning after the start – RRS 32 is varied as follows

- a) All RRS 32.0 flag signals are optional. The corresponding sound signal shall be made, and replaces the flag signals defined in this rule if a flag is not flown. Information on abandonment or shortened course shall be broadcast by the Gate Boat via VHF radio.
- b) RRS 32.2(a) does not apply – the Gate Boat may not shorten the course at a rounding mark
- c) Failure to observe a shorten course or abandonment signal made in accordance with SI Appendix A 13 and RRS 32.0 is not grounds for redress.
- d) For Saturday races only, no new round should normally be started after 16:00. In the event of time approaching 16:00 and the lead boat having one full round or more to do to complete the course, the Gate Boat shall make the decision whether to shorten the course (at the Haslar Signal Station – Suffolk Sails finish line) or to continue racing for another round. No sound signals or flag signals are required. The Gate Boat shall broadcast its decision via VHF radio in either case. In the absence of a gate boat decision the race shall continue. The Gate Boat may shorten course prior to or after 16:00 for any other reason. Failure to receive any VHF broadcast shall not be grounds for redress.

14. Finishing Line

- a) For races taking place outside Portsmouth Harbour, this will normally be the Haslar Signal Station Line between the mast at the Signal Station and the Outer Distance Mark Suffolk Sails.
- b) For racing inside Portsmouth Harbour, boats shall proceed from the last mark of the course and pass or round B4 to port, leave the rest of the B trot buoys to port and finish between the most southerly of these (B1) and post 13.
- c) In exceptional circumstances the Gate Boat may define a finish line prior to the start. This shall be between two clearly identifiable points. Direction of Finish shall be as per RRS Definitions.
- d) All boats shall record their time of passing through the finish line together with the number of the boat ahead and astern at the end of each round as well as when finishing. This information must be passed to the OOD within 1 Hour of finishing.

15. Results

Results shall be compiled by the OOD and must INCLUDE A LIST OF STARTERS. A copy must be given or emailed to the Results Secretary or his/her representative within 24 hours of finishing.

APPENDIX B - COMMITTEE BOAT START PROCEDURE

When a Committee Boat Start is to be used, these instructions will supersede any conflicting requirements of the Standard Sailing Instructions.

1. Anchoring Prohibition In The Vicinity Of Suffolk Sails Buoy:



Because power cables run out from the Haslar Wall to Spitbank Fort, anchoring is not allowed north or east of the line shown in the aerial illustration above, where the northwest end of the line terminates at the shown road and the south east end of the line terminates at the Spitbank Fort. This applies to boats and laid marks but does not preclude the committee boat from being tied to Suffolk Sails Buoy for finishing purposes.

2. Course:

The Course to be sailed will set on the water and it is the responsibility of each boat to obtain the course from the OOD. The course, including rounding directions, shall be indicated by using our existing buoy code letters written on a blackboard or appropriately displayed with the addition of the following:

Additional Buoy codes:

▲ Windward Laid Mark

↔ Spreader Laid Mark

▼ Leeward Laid Mark

▲ Gybe Laid Mark

Start / Finish Line (Or Gate)

: (Colon) The sequence displayed before the colon shall be repeated; then proceed to any mark(s) shown after the colon.

+ ODM of Start Line

3. Starting Line

The starting line will be between the mast displaying an orange flag on the Committee Boat and an Outer Distance Mark designated by the OOD.

4. Starting System:

Signal	Flag	Sound	Minutes before starting signal
Warning	Z Flag	1 Sound	5
Preparatory	P Flag	1 Sound	4
One-minute	P Flag Removed	1 Long Sound	1
Start	Z Flag Removed	1 Sound	0

5. Multi Race Days & Pursuit Race

Separate instructions will be issued

APPENDIX C - RACING INSIDE PORTSMOUTH HARBOUR

The RRS 2017-2020 & Sailing Instructions 2017 apply except for any variations detailed below:

1. OOD

The OOD (can be in a Bate Boat or Committee Boat) shall determine the starting line, depending upon wind and tidal conditions.

2. Starting Line

When a Committee Boat is used the starting line will be between the mast displaying an orange flag on the Committee Boat and the designated starting mark indicated on the course sheet. When a Gate Boat is used the start will be between the designated Port Mark indicated on the course sheet and the Gate boat.

3. Finishing Line

Unless specified otherwise by the OOD, the finishing procedure shall be as follows: Boats shall proceed from the last mark of the course and pass or round B4 buoy to port, leave the rest of the B trot buoys to port and finish between the most southerly of these (B1) and post 13.

4. Shortened Course

The Committee Boat or Gate Boat can shorten the race at any mark of the course.

5. Courses

The course to be sailed will be selected by the OOD from the Class Course Sheets.

All channel piles shall be considered as obstructions and shall be passed on the deep water channel side, except when used as turning marks.

ABRIDGED NOTES FOR OFFICERS OF THE DAY

Equipment Required - OOD must take with him:

- a) VHF Marine Radio to monitor Channels 11 & 15
- b) Binoculars.
- c) Accurate timing device

Conditions - Before setting a course check

- a) Wind direction and speed
- b) Tidal conditions
- c) Major shipping movements affecting the potential course area

Course Number

This should normally be displayed no later than 15 minutes before the start time, but if necessary, the OOD may change the course number up to the PREPARATORY SIGNAL (4 minutes to the start).

Flag Y

FLAG Y shall be flown if the OOD wants to instruct all competitors to wear their lifejackets. This should be flown as early as possible, but at least 15 minutes before the start. One sound signal shall be made when this flag is hoisted.

Life Jackets shall be worn when flag Y is flown and be visible to OOD.

Starting Flags

All flag signals are accompanied by sound signals, but all timing is taken from the visual signal. The sounds only draw attention to the visual signals. For starting & recall procedures, flags Z, P, X & 1st Sub. must be available and clipped onto the halyards. Use the downwind halyard for the Z flag and the upwind halyard for the P flag. (i.e. have maximum separation between the two flags). This helps prevent one flag masking the other.

Starting Sequence

Signal	Flag	Sound	Minutes before starting signal
Warning	Z Flag	1 Sound	5
Preparatory	P Flag	1 Sound	4
One-minute	P Flag Removed	1 Long Sound	1
Start	Z Flag Removed	1 Sound	0

Boats that come to the starting area but who do not start should be recorded as '**DNS**' (Did Not Start)

Sighting the Start and Finish line

The OOD should sight the 'approach' side of the mast with the centre line of the outer distance mark. Using the 'approach' side ensures that boats are not hidden behind the mast at the crucial time. (This ensures that boats are not hidden behind the mast at the crucial time)

Individual Recall

If a few **identifiable** boats are "on the course side of the start line" when the start is signalled, an individual recall must be signalled by hoisting the X Flag **PROMPTLY** and making an extra sound signal. (Flags Z & P are removed completely. The X Flag should be displayed until **all** boats "on the course side" have returned to the pre-start side of the line or for 4 minutes whichever is the earlier. The OOD should record all boats that didn't respond to the recall signal as '**OCS**' on the recording sheet.

General Recall

If there are any **unidentifiable** boats “on the course side of the start line” when the start is signalled, a GENERAL recall shall be signalled by hoisting the 1st SUBSTITUTE, and making **2** extra sound signals. This is kept flying until ready to restart the sequence. Lower the 1st Sub. making 1 sound signal, and 1 minute later hoist the Z flag with 1 sound signal.

Timing Errors

If there is any error in the timing (e.g. timing errors between flag signals), the race should be abandoned by hoisting **the N Flag and making 3 sound signals**. Flag N is kept flying until the OOD is ready to recommence the whole start sequence with a new warning signal (Z). When ready, lower the N Flag and make 1 sound signal, and 1 minute later hoist the Z flag with 1 sound signal.

To Delay the Start

Signal a delay by hoisting the Answering Pennant and making 2 sound signals. The 5 minute sequence should be restarted 1 minute after the AP flag is lowered – this **MUST** be accompanied by 1 sound signal (i.e. lower the AP and give sound signal 6 minutes before the start).

Abandoning

If at any time, the race should be abandoned and not re-sailed, this should be signalled by hoisting the **N flag over flag A and making 3 sound signals** (this signal means, “All races are abandoned. No more racing today”). For evening races only, *it is suggested* that if no boats have reached the first mark within 30mins then the OOD should *consider* abandoning the race. This will be dependent upon the time of sunset.

Shortening the Course

If there is a need to shorten course, this is signalled by hoisting the **S Flag and making 2 sound signals**. If possible the signals should be made well before the leading boats are approaching the line.

If the race is shortened between Vail Williams and Suffolk Sails (ODM), boats shall always finish by leaving the **ODM** to starboard. This is because the finishing line and Vail Williams to the ODM are laid too close to a straight line to tell which is the correct finishing direction from the previous mark (Rule 62.1(a), World Sailing Case 82).

If the race is shortened by Committee Boat at the end of a round only flag S is flown. The finishing line shall be between the flag mast and the ODM. The Committee Boat must position herself either on the line or if outside the ODM close enough to the mark to prevent boats passing between her and the ODM, preferably attached to it.

If the race is shortened by Committee Boat at a mark other than at the end of a round a blue flag plus the S must be flown. The Committee Boat must be positioned to form a finishing line, between her and the adjacent mark, at right angle to the previous mark so that boats leave the mark on the side indicated on the course sheet.

Weather Conditions

Before cancelling racing when weather conditions appear unfavourable, (e.g. very strong wind against tide) the OOD should consider the feasibility of racing in the harbour. If in doubt it is advisable to seek the views of the Racing Secretary/Class Captain.

Recording finishing and elapsed times

Finishing times should be recorded and are essential for calculating details if a pursuit race is programmed, also for time limit calculations. First round times must also be recorded in case no boat completes subsequent rounds. Boats that don't finish should be recorded 'DNF' (Did Not Finish). Boats outside the time limit should be recorded 'OOT' (Out of Time).

Two copies of the result sheet are required, one to be put on the PSC Class Notice board and one to be given or emailed to the Results Secretary (sid.dollery@gmail.com)

From time to time it may be necessary to amend the Sailing Instructions. Notice of the amendment to the Sailing Instructions will be emailed to members, posted on the notice board at PSC and put on the website.