

THE NATIONAL CHAMPIONSHIPS

for:

THE BRITISH MARIEHOLM IF ASSOCIATION

&

THE INTERNATIONAL ONE DESIGN CLASS

To be held at St. Mawes on 27th and 28th May 2017

Organising Authority: St Mawes Sailing Club

SAILING INSTRUCTIONS

1. RULES

1.1 The regatta will be governed by:

(a) the rules as defined in *Racing Rules of Sailing 2017-2020*. Changes to rules are described in the relevant sailing instruction.

(b) Falmouth Harbour Commissioners bye-laws: <http://www.falmouthport.co.uk/pdf/bye-laws.pdf>.

1.2 In the event of a conflict between the Notice of Race and the Sailing Instructions then the Sailing Instructions shall take precedence.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board at StMSC.

2.2 The race committee will also use VHF Ch77 - call sign "Race Committee" - to communicate with boats. This will include course information and may include a start sequence countdown. Failure to provide the start sequence countdown shall not constitute grounds for redress under RRS 62.1(a).

3. CHANGES TO SAILING INSTRUCTIONS

Any change to these Sailing Instructions will be posted on the official notice board at StMSC not later than 2100 hrs on the day before the change comes into effect.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the StMSC balcony.

4.2 When flag "AP" is displayed ashore, the starting signal will be made not earlier than 90 minutes after flag "AP" is removed. This changes RRS "Race Signals AP".

5. SCHEDULE OF RACES

Fri 26 May	Race briefing at St Mawes Sailing Club	2000
Sat 27 May	Up to 3 races - 1st & 2nd back-to-back; 3rd after a short break	1st Warning Signal 1025 on each day
Sun 28 May	Up to 2 races back-to-back	

5.1 The two classes will have separate starts. The order of starts will be International One Design followed by Marieholm, at a 5 minute interval.

5.2 The race committee reserves the right to alter the racing programme in the event of any races being abandoned or postponed. In such event, Sunday afternoon is reserved for extra race(s) but no warning signal will be made after 1500 on Sunday.

- 6. SIGNALS MADE AFLOAT**
RR26 is changed in that no visual signals will be displayed. Races will be started using signals broadcast by VHF
- 7. RACING AREAS**
Racing will take place in Carrick Roads.
- 8. THE COURSES AND MARKS**
Courses will be as described in Appendix 1. All races will comprise a "Triangle/Sausage/Triangle", except that International One Design may sail Windward/Leeward courses at the discretion of the Race Officer.
- 9. AREAS THAT ARE OBSTRUCTIONS**
St. Mawes south cardinal mark (Lugo) shall be passed on its seaward side. There are exclusion zones around shipping restricted in its ability to manoeuvre (see SI 16.5)
- 10. THE START**
- 10.1** Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal. In addition, for the first attempted start of a race an alert signal (orange flag accompanied by one long sound signal) will be displayed at least four minutes before a warning signal is displayed.
- 10.2** The starting line will be between a staff on the committee boat displaying an orange flag and a yellow inflatable buoy.
- 10.3** A boat starting later than 4 minutes after her starting signal will be scored DNF. This changes RRS A4 and A5.
- 11. THE FINISH**
The finishing line will be between a staff on the committee boat flying an orange flag and a yellow inflatable buoy.
- 12. PENALTY SYSTEM**
RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 13. TIME LIMITS AND TARGET TIMES**
The target time for each race will be 60 minutes. The time limit for the *first* boat in each race will be 1½ hours. Boats failing to finish within 20 minutes after the first boat finishes shall be scored DNF. This changes RRS 35, A4 and A5.
- 14. PROTESTS AND REQUESTS FOR REDRESS**
- 14.1** In addition to the obligations of RRS 61, any boat intending to protest shall display her protest flag to, and have it acknowledged by, the committee boat or an official boat.
- 14.2** Protest forms are available at the Race Office in the StMSC. Protests shall be delivered to the Race Office or the within the protest time limit.
- 14.3** The protest time limit is 60 minutes after the last boat has returned to the moorings after the last race of the day. The same protest time limit applies to all protests by the race committee and protest committee, and to requests for redress. This changes RRS 61.3 and 62.2.
- 14.4** Notices will be posted no later than 45 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the committee room located on the second floor of the StMSC. Parties to each protest, and witnesses, are requested to remain in the first-floor bar area. Hearings may start before the scheduled time with the agreement of all parties.
- 14.5** Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

- 14.6** Protests will be heard as soon as possible, in approximately the order of receipt. It is the responsibility of the Protestor, Protestee, and Witnesses to make themselves available for the hearing.
- 14.7** Breaches of SI 1.1(b), 16, 19, 21, 22, 23, and 24 shall not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides (changes RRS 60.1(a) and A4.2).

15. SCORING

- 15.1** A minimum of 3 races are required to be completed to constitute a series.
- 15.2** When 4 or 5 races have been completed a boat's series score shall be the sum of her race scores excluding her worst score.

16. SAFETY REGULATIONS

- 16.1** Safety equipment shall be carried in accordance with class rules. It is *recommended* that each competitor should wear an effective life jacket or waistcoat-type buoyancy aid when racing. All competitors aged under 18 *shall* wear such personal buoyancy at all times whilst afloat.
- 16.2** Boats not leaving their mooring for racing shall make every effort to inform the race committee before the scheduled start.
- 16.3** Boats retiring shall make every effort to inform the race committee before leaving the racing area.
- 16.4** Identification: Sail numbers are compulsory and shall be the same as on the entry form.
- 16.5** Commercial Shipping.
- (a) Commercial vessels constricted by their draft or size form a moving exclusion zone which competitors are to treat as obstructions. The exclusion zone extends to 100m on all sides of the vessel and includes tugs, pilot boats and Harbour Authority patrol boats. No competitor is to enter the exclusion zone, and if becalmed is to use paddles or other means of propulsion to move out of the way. This should only be sufficient to move out of the exclusion zone by the shortest distance. This changes RRS 42.
 - (b) Competitors who unnecessarily interfere with commercial shipping bring the sport into disrepute and risk protest under RRS 69. A complaint by the Harbour Authority will automatically initiate a protest hearing.
- 16.6** Rendering Assistance. If any boat is in serious difficulty and requires assistance, the nearest boat will stand by and assist if possible until the arrival of an official boat. See RRS Fundamental Rule 1.1.
- 16.7** Committee Boat. Competitors are required to maintain a safe distance from the committee boat at all times. Any costs of repairing damage caused to the committee boat will be the responsibility of the helm of the boat(s) involved and not the Class Associations.
- 16.8** VHF. All boats are required to carry a VHF radio. The committee boat will maintain a listening watch on VHF Ch77. Competitors should only contact the committee boat if urgent assistance is required or to announce their retirement from the race.

17. REPLACEMENT OF CREW OR EQUIPMENT

There is no restriction on the substitution of crew or equipment.

18. EQUIPMENT AND MEASUREMENT CHECKS

Measurers may inspect boats at any time during the Championships. Any boat not complying with the Class Rules may be penalised or disqualified without protest hearing by the race committee in respect of races completed and any breach must be rectified before competing in any subsequent race. This changes RRS 63.1. Inspections do not reduce the absolute and exclusive responsibility of the Person in Charge of a boat to comply with any safety requirement.

19. ADVERTISING

Advertising shall be in accordance with ISAF Regulation 20.

20. OFFICIAL BOATS

Race committee patrol boats will display flag R.

21. SUPPORT BOATS

Support boats shall not be on an extension of the start line from the preparatory signal to the starting signal.

22. HAUL-OUT RESTRICTIONS

Boats shall not be hauled out after the start of the first scheduled race except with and according to the terms of prior written permission of the race committee.

23. DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

24. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to other boats. This restriction also applies to mobile telephones.

25. PRIZES

The prize-giving and lunch will take place after racing on Sunday at St. Mawes Sailing Club.

26. LUNCH

This will follow the prize-giving, at the same venue, to which all participants of all three classes are invited, subject to prior notification of numbers. Lunch (Goujons of fish and chips and cheese and biscuits) will be provided at £6.50 per person and please add this to the entry form payment. The club bar will be open.

27. RISK STATEMENT

27.1 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".

27.2 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:

- (a) 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;
- (b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
- (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) 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) provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) 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

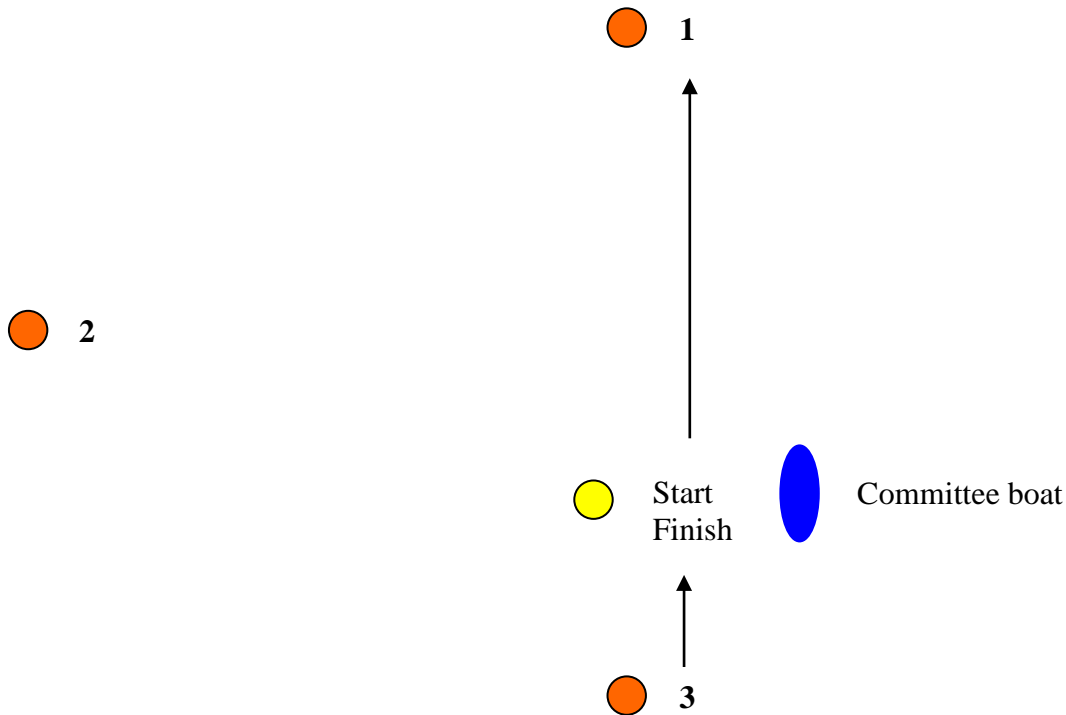
28. INSURANCE

All boats competing must have a certificate of insurance for third party risks for at least £3,000,000 (or its equivalent in any other currency) underwritten by an A.B.I. member company or Lloyds of London, such insurance being valid for the helm who will race her.

Appendix 1: The Carrick Roads Course

ID	Mark	ID	Mark
J	St Just navigational buoy	NB	North Bank navigational buoy
G	Governor navigational buoy	V	Vilt navigational buoy
WN	West Narrows navigational buoy	T	Falmouth Boat Construction racing mark
SN	South Narrows (SailTech)	W	Rustler Yachts racing mark
CA	Castle navigational buoy	BR	Black Rock navigational buoy
S	Sunbeam racing mark (sponsored by Mylor Yacht Harbour)	CN	SKB Sails racing mark
PW	Mylor Yacht Harbour racing mark	ME	Messack navigational buoy
P	Pendennis Shipyard racing mark	WT	Ancasta racing mark
PB	Pasco's Boatyard racing mark		

On all courses the St. Mawes cardinal mark (Lugo) must be passed on the seaward side.



Carrick Roads Course – Triangle/Sausage/Triangle Course

Start – 1 - 2 - 3 - 1 - 3 – 1 – 2 – 3 – Finish

If Flag S displayed over Flag F, accompanied by 2 sound signals, at Mark 3 then proceed direct to Finish. This adds to RRS 32.2

A **Red** flag will indicate that marks are to be left to **Port**, and a **Green** flag marks left to **Starboard**.

If the course is laid using only orange inflatable buoys, flag “V” will be displayed by itself prior to the warning signal, denoting that all three marks are orange inflatable buoys.

Alternatively, marks 1 and 2 will be selected from the list below and broadcast by VHF when the orange flag is displayed and repeated at the warning signal. Mark 3 will be an orange inflatable buoy laid after boats have started.

Marks 1 & 2 for International One Design may be different to Marks 1 & 2 for the Marieholm.

The Race Officer may signal by VHF that International One Design will sail Windward/Leeward (WL) courses, stating the number of times that Mark 3 is to be rounded. WL courses may feature a different Mark 1 to the Triangle/Sausage/Triangle course.

After starting boats shall not sail through the start/finish line in either direction except when finishing, and shall not interfere with boats waiting to start. Breaches of this instruction are not grounds for protest by a boat. This changes RRS 60.1(a). The protest committee may award a discretionary penalty for a breach of this instruction.