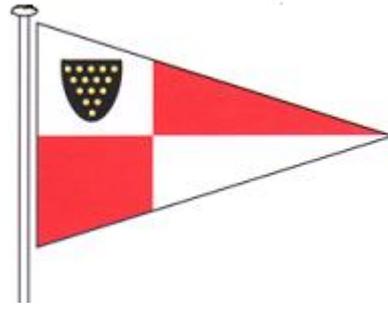


ST MAWES SAILING CLUB



# ***WEDNESDAY SUMMER HOLIDAY DINGHY SERIES***

**sailed or crewed by Junior Members  
who want a course set aside from the main fleets in Club Racing**

## **Notice of Race and Sailing Instructions 2018 (Version 2 published 1500hrs 25 July 2018)**

**General:** There will be one (possibly two) races each afternoon held under the burgee of St. Mawes Sailing Club. Racing will be sailed under World Sailing Racing Rules of Sailing 2017-2020, the current prescriptions of the RYA and class rules, except as modified by these Sailing Instructions.

### **Ethos:**

The Saturday Dinghy Series was originally conceived to provide an introduction to racing for inexperienced juniors and cadets. Although it is now open to sailors of all ages and experience, competitors are requested to respect the original ethos and to show tolerance towards all others. This formula has proved to be very popular and we will now try it on Wednesdays during the Summer School Holidays.

**Outside Help:** Some Safety boats may be designated as coach boats. Coaching may be given from these boats (but no others) to competitors while racing. This in no way diminishes the requirement for the competitor to obey the racing rules. The giving of coaching will not be grounds for redress by competitors. This changes rules 41 and 62.

**Start Time:** First race Warning signal 17.30 Start 17.33. If time allows there might be a second race which will start with a Warning signal ASAP after the last boat finishes the first race. The start sequence will be used 3,2,1, go, three minute (warning, Class flag displayed), two minute (preparatory displayed), one minute (Prep removed), then Start sound signal (class flag removed) ....go.

### **Class starts and flags**

Class will be decided on the day depending on turnout

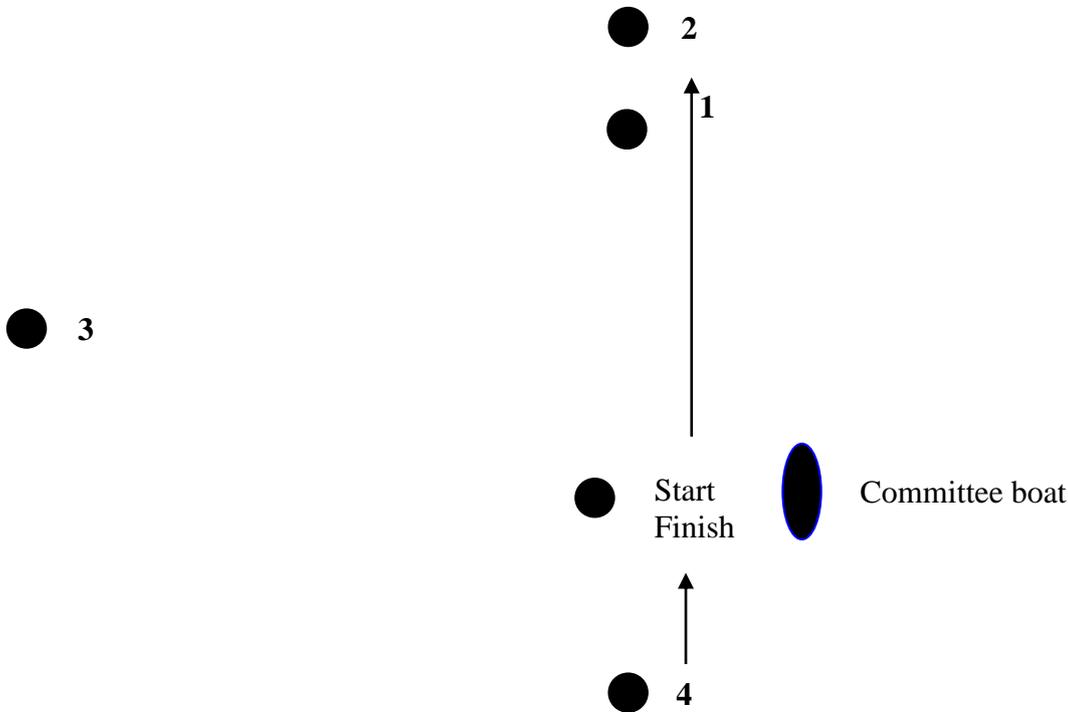
The AP flag will be displayed between races until approx. 1 minute before the class flag is displayed for the next start sequence.

This changes RRS 26.

**Courses**

The start can be from a Committee Boat or the Race Office and may use the Club Start Line. When a red flag is displayed from the committee boat (red boards on the Club), all marks are to be left to port, in which case the course layout will be approximately as follows:

**ALWAYS A WINDWARD START**



When a green flag is displayed from the committee boat / Race Office, all marks are to be left to starboard, in which case the course layout will be the mirror image of the above.

**Courses**

The type of course to be sailed will be indicated on a board on the committee boat, as follows:

A	Small Triangles only	Start, marks 1, 3, 4, line
B	Large Triangles only	Start, marks 2, 3, 4, line
C	'Sausages' only	Start, marks 2, 4, line
D	Triangles alternating with 'Sausages'	Start, marks 2, 3, 4, line, 2, 4, line (= 2 rounds)

The marks to be used will be indicated by codes on a board on the committee boat, as set out below. Courses may also be displayed using NUMBERS for buoys to be rounded (these are the numbers used in JRW).

V/9	Tavern
L/2	Long Lodge
T	Turning mark on the Club's normal start/finish line
D	Outer distance mark on the Club's normal start/finish line
N/8	Northerly most speed limit buoy
M/7	Middle speed limit buoy
S/3	Southerly most speed limit buoy
YP	Specially-laid yellow pillar buoy
YPB	Specially-laid yellow pillar buoy with black stripe
SKB/4	Carricknath/SKB
5	Castle

## **Rounds**

The number of rounds to be sailed will be indicated on a board on the committee boat

**Multiple Lap Courses:** If the start/finish line is NOT the Club start line then all boats **shall sail through the start/finish line going upwind but shall not do so downwind.** If the start/finish line IS the Club start line then there is no restriction on passing through the line going downwind.

**Committee Boat:** The committee boat will normally be the Bass Boat positioned either in St Mawes bay or at Percuil depending on wind and tide and other events. Unless there is major wind shift the position of the committee boat will not be changed during each afternoon's racing, but the marks may be moved or changed. When on station it will be displaying an Orange Flag

**Start/Finish line:** The start and finish line will be the same. Except when the Club start/finish line is used, the line will be between a danbuoy with flag D (yellow/blue/yellow) and the rear mast on the committee boat. **Boats must remain downwind of the finish line after each race until the warning Signal for the next race.**

**General recalls:** Two sound signals made after the start. Any Class with a General Recall will start 3 minutes after the last Class has started.

**Individual recalls:** One sound signal made. Individual boats may be hailed.

**Shorten Course:** A course may be shortened at the Committee boat displaying flag **S**, with the appropriate class flag displayed – no class flag displayed indicates all classes shortened.

**Penalties:** Penalties will be one turn not two. i.e only 360 degrees

**Protests:** A boat intending to protest shall inform the other boat at the first reasonable opportunity and inform the committee boat as soon as possible after finishing. Bob Hindmarsh will sit over mediation in an attempt to avoid any incidents going to a full protest.

**Race time limit:** Will be 10 minutes per race after the leading boat has finished.

**Discards:** The number of races to be counted in a series shall be calculated as 50% plus 1 (rounded down to a whole number) of the number of races completed for each class. This changes RRS A2.

**Dates:** 25 July – 29 August 2018

**Change of SI:** These instructions may be amended by the Race Officer as the races or series progresses and will be displayed on Stoneworks Quay noticeboard.

**Commercial Shipping:** Commercial vessels form moving exclusion zones 100m on all sides of the vessel, which includes their attendant tugs and pilot boats. These are to be treated as an obstruction. Boats which interfere with commercial shipping (particularly the St Mawes Ferries) are liable to be protested by the race committee.

## **RISK STATEMENT**

RRS 4 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 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 or omissions;
- d) 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, umpires and other officials and volunteers by the 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) 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 at the venue;
- h) The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.
- i) The acceptance of these sailing instructions in no way limits the declared responsibility of competitors or places any liability on St MSC, its officers or representatives.
- j) Personal Buoyancy. Competitors in dinghy classes and all competitors under the age of 18 shall wear approved personal floatation devices whilst afloat. Wet or Dry Suits are not adequate.
- k) Rendering Assistance. If any boat is in serious difficulty and requires assistance, the nearest boat is expected to stand by and assist if possible until the arrival of a safety boat.
- l) Insurance. Members taking part in club racing must be insured against third party liability for at least £3,000,000, underwritten by an ABI Member Company or Lloyds of London