

ST MAWES SAILING CLUB
In conjunction with the Shrimper Owners Association
Notice of Race and Sailing Instructions
for the SOA/Cornish Crabber Club Annual Falmouth Rally
Short Course Racing Thursday 20th July

General: If possible there will be three 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: This event was originally conceived to provide an introduction to racing for inexperienced racers. Competitors are requested to respect the original ethos and to show tolerance towards all others.

Outside Help in the form of coaching and training will be permitted. This changes RRS 41.

Start Time: First race Warning signal 15.00 Start 15.05.

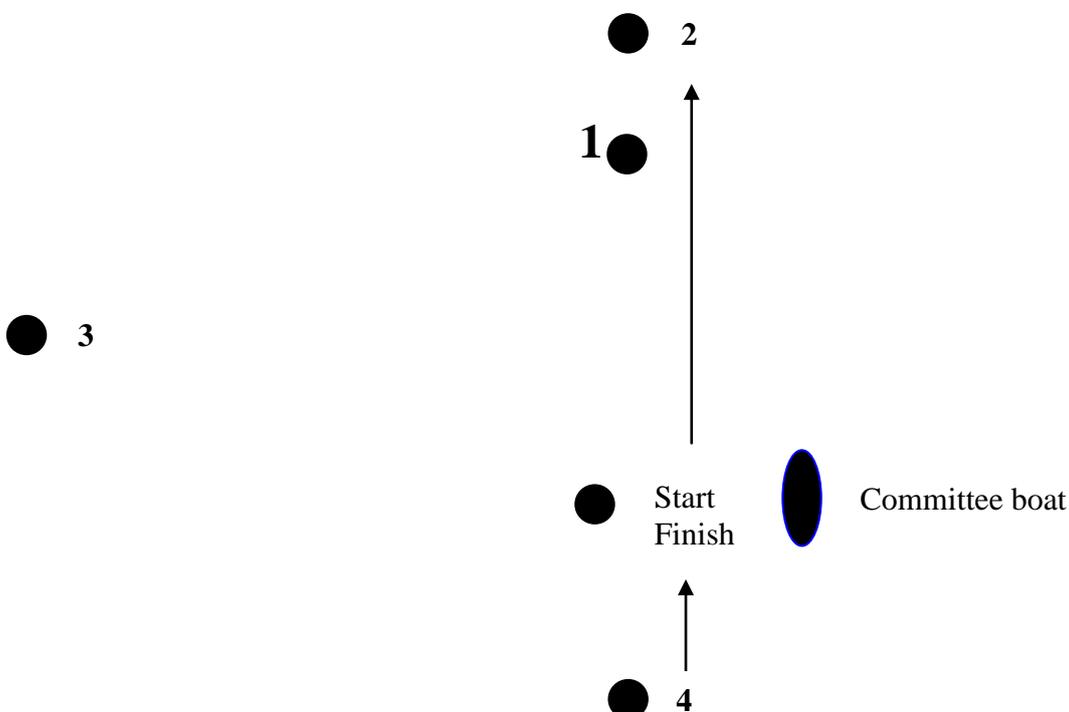
Two or more races will start with a Warning signal ASAP after the last boat finishes each race. The start sequence will be used 5 4,,1, go, no flag signals will be given

The AP flag will be displayed between races until approx. 1 minute before the next start sequence. This changes RRS 26.

Courses

When a red flag is displayed from the committee boat, 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, 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 follows:

V	Tavern
L	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	Northerly most speed limit buoy
M	Middle speed limit buoy
S	Southerly most speed limit buoy
YP	Specially-laid yellow pillar buoy
YPB	Specially-laid yellow pillar buoy with black stripe
S	Yellow sphere in pool close to Percuil

Rounds

The number of rounds to be sailed will be one round

Committee Boat: The committee boat will be a St Mawes SC Rib positioned either in St Mawes bay. Unless there is major wind shift the position of the committee boat will not be changed during the event'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. The line will be between a black can and the driver on the committee boat. **Boats must remain to windward of the finish line after each race until the next warning Signal for the next race.**

General recalls: two sound signals made after the start, sequence to start again in normal manner.

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

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

Protests: No protest will be allowed.

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

Discards: No discards all races to count

Change of SI: These instructions may be amended by the Race Officer as the races or series progresses and will be given over the radio

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 obstructions. 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 or those of the Shrimper Owners Association

j) Personal Buoyancy will be warn if Instructed to do so over the radio

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