

# **St Mawes Sailing Club (StMSC)**

## **SAILING INSTRUCTIONS 2020**

**For club points races, the May Day Cups, Victory Cups and the Crew2Helm race**

### **1. RULES**

#### **1.1** Racing will be governed by:

The rules as defined in The Racing Rules of Sailing (RRS). Changes to rules are described in the relevant sailing instruction.

#### **1.2** Penalties – As permitted by rule 44.1, for all classes except dinghies, the two-turns penalty is replaced by the one-turn penalty.

#### **1.3** In the event of a conflict between the Notice of Race and the Sailing Instructions then the Sailing Instructions shall take precedence. This changes RRS 63.7.

### **2. NOTICES TO COMPETITORS**

#### **2.1** Notices to competitors will be posted on the club notice board at StMSC's clubhouse.

#### **2.2** The race committee may use VHF Channel M2/P4 to broadcast course information and other information which may be of use to competitors. Failure to receive this information will not be grounds for redress. This changes RRS 62.1(a).

### **3. CHANGES TO SAILING INSTRUCTIONS**

#### **3.1** Written changes to these Sailing Instructions will be posted on the notice board at StMSC not later than 1000 on the day before the change comes into effect.

### **4. SIGNALS MADE ASHORE**

#### **4.1** Signals made ashore will be displayed on boards on StMSC's balcony, other than Abandonment signals when flags will be displayed from StMSC's yellow mast on St. Mawes Quay.

#### **4.2** Abandonment. Flags "N" over "A" flown from the clubhouse flag staff on the Quay accompanied by three sound signals, means racing for all classes is abandoned. Flags "N & A" over the class flag(s) applies to those classes only.

#### **4.3** RRS 40 (use of Y Flag) will not apply. It is the skipper's responsibility to ensure that their boat carries sufficient life jackets for all its crew. It is the skipper's responsibility to ensure that all persons on board wear lifejackets when appropriate.

### **5. SCHEDULE OF RACES**

#### **5.1** The schedule of races is listed in the Notice of Race.

#### **5.2** The race committee reserves the right to alter the racing programme in the event of any races being abandoned or postponed. Notice of any postponed races will be posted on the club noticeboard and published on the Club website.

### **6. CLASSES**

#### **6.1** Class boards are listed in the Notice of Race.

#### **6.2** The start for each class will be signalled even if no boats from that class appear in the starting area.

### **7. THE COURSES AND MARKS**

#### **7.1** Courses and marks, and the method of signalling the courses, are listed in the Notice of Race.

#### **7.2** INCORRECT COURSE. If a member of the Race Committee observes a boat sailing the wrong course and as a result breaks RRS 28.2 he may disqualify that boat without a hearing. This changes RRS 63.1.

### **8. HANDICAP SYSTEMS**

#### **8.1** The handicap systems to be used are detailed in the Notice of Race.

## **9. LOCAL VARIATIONS AND OBSTRUCTIONS**

- 9.1** Moving exclusion zones around commercial shipping are designated as obstructions.
- 9.2** Commercial and naval shipping: Areas around commercial and naval vessels under way and constricted in their ability to manoeuvre are designated as moving exclusion zones. Such exclusion zones extend to 100m on all sides of the vessel and around tugs, pilot/harbour authority boats and official boats escorting the vessel. A boat shall not enter the exclusion zone, and, if becalmed, shall use any method of propulsion to move out of the way. This shall only be sufficient to move out of the exclusion zone by the safest possible route and shall not offer the boat significant advantage in the race.
- 9.3** Any boat touching a moored vessel must retire or protest another boat that compelled her to touch the moored boat.
- 9.4** A two-length zone around a dive boat flying code flag A, an orange pillar mark indicating a diver beneath the surface and a diver on the surface are obstructions. A boat shall not enter the two-length zone.
- 9.5** St. Mawes Inner Harbour. No boat shall enter or manoeuvre in St. Mawes Inner Harbour during the period commencing 30 minutes before the first preparatory signal and ending 30 minutes after the time limit has expired. A continuous straight line between the southern side of the pier head to the south-eastern corner of the Idle Rocks Hotel is classed as a continuous obstruction.
- 9.6** If any leg of the course requires boats to pass St Mawes cardinal mark (Lugo), it must be passed on its safe navigational side.
- 9.7** Any boat that fails to comply with these Local Variations and Obstructions may be disqualified by the Race Officer without a hearing. This changes RRS 63.1.

## **10. THE START**

- 10.1** A Warning Signal will be made 10 minutes before each class start, followed by a Preparatory Signal at 5 minutes before each class start. Timing should be taken from the sound signal and not the visual signal. This changes RRS 26.
- 10.2** After the Warning Signal for each class the appropriate class letter and course number will be displayed on boards on the clubhouse balcony. Flag “P” (Preparatory Signal) will be displayed 5 minutes before the start.
- 10.3** Boats whose Preparatory Signals have not been made are reminded of their obligation under RRS 24.1 not to interfere with boats that are racing.
- 10.4** A boat shall not start later than 9 minutes after her starting signal.
- 10.5** The Starting Line is an imaginary line through the yellow signal flagstaff on the Quay and the yellow pole at the apex of the clubhouse roof. Boats must pass Westward between the Inner Distance Mark (Flag I), & the Outer Distance Mark (Flag D) when starting. The Distance Marks are not necessarily on the Starting Line. For Class B and C only, Flag I is not an Inner Distance Mark and can be disregarded.
- 10.6** When any part of a boat’s hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her Starting Signal, she shall sail to the pre-start side of the line either by passing the ODM (Flag D) to port or (in the case of all classes other than Class B) the IDM (Flag I) to starboard. This changes RRS 29.1.
- 10.7** Individual Recall. Flag “X” will not be displayed. A sound signal will be made. A flashing orange light may be displayed on the clubhouse balcony until all recalled boats have returned to the pre-start side of the starting line, but no later than four minutes after the starting signal, whichever is earlier. This changes RRS 29.1.
- 10.8** General Recall. Flag “First Substitute” will not be displayed. Two sound signals will be made. A flashing green light may be displayed on the Clubhouse balcony until all boats have returned to the pre-start side of the starting line, but no later than four minutes after the starting signal, whichever is earlier. The Preparatory Signal for the new start for the recalled class will be made on the Starting Signal of the last class to start in sequence. This changes RRS 29.2.

- 10.9** A boat starting later than 9 minutes after her starting signal will be scored DNF. This changes RRS A4 and A5.
- 10.10** In the Early Bird Pursuit Series and the Autumn Pursuit Series, SIs 10.6, 10.7 and 10.8 shall not apply, but for every minute or part of a minute that a boat is ‘over the line’ without returning to start correctly, she shall have an additional two minutes added to her elapsed time. This changes RRS 29.1 and 29.2.
- 10.11** In the Early Bird Pursuit Series and the Autumn Pursuit Series, Rule 42 will only apply to a boat from 5 minutes before her allocated start time until she finishes racing. This changes Part 4 Preamble.

## **11. SHORTEN COURSE OR CHANGE OF THE COURSE**

- 11.1** Shorten Course. A flashing orange light displayed on the clubhouse as boats are approaching the Finish Line, and two sound signals will indicate that Shorten Course instructions are displayed. Flag “S” alone means all classes shall finish the next time they cross the start/finish line. Flag “S” alongside the class letter(s) means shortening applies to those classes only. This changes RRS 32.
- 11.2** Shortening of Windward/Leeward or Zig-Zag Courses. When these courses are shortened the verbal instruction will be given, from a Safety Boat positioned in the vicinity of a mark of the course, to leave that mark on the required side and proceed to the finish. This changes RRS 32.
- 11.3** Courses may also be shortened in accordance with RRS 32.2 (a).
- 11.4** Change Of Course. A flashing green light displayed on the clubhouse as boats are approaching the Turning Mark, and one sound signal will indicate that Change of Course instructions are displayed, shown by the appropriate Class Letter and Course Number. The full number of rounds in the new course applies. No change will be made to the mark rounding side. This changes RRS 27.1 and 33.

## **12. THE FINISH**

- 12.1** FINISHING LINE This is the same as the starting line, boats crossing in the opposite direction to the start i.e. boats should cross the line between the Outer Distance Mark (Flag D) and the Inner Distance Mark (Flag I) at the end of each lap and when finishing. This also applies to Classes B and C.

## **13. TIME LIMITS**

- 13.1** TIME LIMITS. The time limit will be 13:30 in morning races, 17:30 in afternoon races and 20:30 (19:45 in September) in evening races, for the first boat to finish. If one boat in a class finishes within the time limit, then the time limit for that class will be extended to 30 minutes after the finish time of the first boat, or the original time limit, whichever is the later. Boats which finish outside the time limit will be scored DNF. This changes RRS 35, A4 and A5.

## **14. PROTESTS AND REQUESTS FOR REDRESS**

- 14.1** Procedure. Protest forms are available from the club office and protests or requests for redress should be lodged there within one hour after the time of the last boat’s finish.
- 14.2** Notification of Parties. Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a hearing or named as a witness. No further notification of parties will be made.

## **15. SAFETY REGULATIONS**

- 15.1** RETIREMENTS All retirements must be notified to the Race Officer at the first reasonable opportunity.