

St. Mawes Sailing Club

Open Meeting for HANDICAP YACHTS with a YTC (formerly FAYS) rating

Saturday 2nd June 2018

Organising Authority: St Mawes Sailing Club

SAILING INSTRUCTIONS

Abbreviations:

(NP) - A breach of this rule will not be grounds for protest by a boat.

(DP) - Rules for which the penalties are at the discretion of the protest committee.

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS). Changes to racing rules are described in the relevant sailing instruction.
- 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 The race office is located within StMSC's clubhouse. Notices to competitors will be posted on the official notice board located in the bar area.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Written changes to these Sailing Instructions will be posted on the official notice board at StMSC and on StMSC's website - <https://www.stmawessailing.co.uk/sailing/racing/champs/index.php> - not later than 2100 hrs on 1 June 2018.

4. SIGNALS FOR RACES USING COMMITTEE BOAT START

- 4.1 Signals made ashore will be displayed from the yellow StMSC mast on St Mawes Quay.
- 4.2 When flag "AP" is displayed ashore, the Warning Signal will be made not earlier than 60 minutes after flag "AP" is removed. This changes RRS "Race Signals AP".
- 4.3 A radio announcement may be made prior to the Orange Alert Signal to indicate the approximate position of the committee boat.
- 4.4 Starting signals will be communicated by displaying and removing flags on the committee boat and may be accompanied by sound signals. Timings and countdowns may also be announced by VHF radio.
- 4.5 At or before the Warning Signal of each race, the course to be sailed will be announced by VHF. There are no pre-set courses – the VHF announcement will include the marks to be rounded (see Appendix A), the side on which they are to be left, and the order in which they are to be rounded.

5. SCHEDULE OF RACES

- 5.1** Saturday 2nd June – three races back-to-back - first Warning signal (for Class E) will be at 1025; the second Warning signal (for Class U) will be at 1030.
- 5.2** For each race, to alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound approximately five minutes before the Warning signal for Class E is displayed.
- 5.3** The Warning signal for Class E for the second and third races may be approximately 10 minutes after the last boat has finished the previous race. However, this period may be longer to allow competitors to have a short break in which case this will be announced on the VHF.
- 5.4** The Warning Signal for Class U will be five minutes after the Warning signal for Class E in all races.

6. CLASSES and FLAGS

- 6.1** The Fast Handicap class will be for boats with a YTC rating of 1050 and below and will use Flag E.
- 6.2** The Slow Handicap class will be for boats with a YTC rating of 1051 and above and will use Flag U.

7. RACING AREAS

Racing will take place in St Mawes outer harbour and in the Carrick Roads.

8. THE COURSES AND MARKS

- 8.1** It is intended that for each race there will be a committee-boat start with a first leg to windward and then a regatta-type course.
- 8.2** It is intended that the first two races will have a committee-boat finish and that the third race will finish off St Mawes Harbour.
- 8.3** For each race, boats must not cross the start/finish line except: at or before the start, when finishing, or when the course announcement signals for them to do so.
- 8.4** The marks used may be a combination of navigation marks, yellow spherical marks, marks with flags, and orange inflatable marks.

9. AREAS THAT ARE OBSTRUCTIONS (NP) (DP)

St. Mawes South Cardinal mark (Lugo) and moving exclusion zones around commercial shipping (see SI 16.6) are designated as obstructions.

10. THE START

- 10.1** The Starting Line will be between the mainmast of the committee boat (which will be displaying an orange flag) and a yellow inflatable buoy.
- 10.2** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of other races.
- 10.3** The course to be sailed, count down, postponement and recalls will, where possible, be broadcast on VHF channel 69. Failure to make the broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.4** A boat starting later than 4 minutes after her starting signal will be scored "Did Not Start" (DNS). This changes RRS 35, A4 and A5.
- 10.5** In the event of a general recall, the race signal First Substitute will be removed 3 minutes after the start without a further sound signal. The warning signal for the recalled class will be the start of the final class to start in the group sequence. In the event of more than one class being subject to a general recall they will start after the sequence in their original order with the start signal of the earlier class being the warning signal for the next. This changes RRS 29.2.

11. SHORTEN COURSE

- 11.1** Courses may be shortened in accordance with RRS 32.2, and may also be announced by VHF radio.

12. THE FINISH

- 12.1** The Finishing Line for committee boat finishes will be between the mainmast of the committee boat (which will be displaying an orange flag) and a yellow inflatable buoy.
- 12.2** The Finishing Line for the finish off St Mawes Harbour shall be between the yellow flagpole on St Mawes quay and the main mast of the committee boat (which will be displaying an orange flag). Boats must cross this line between StMSC's Inner Distance Mark (Flag I) and the committee boat.

13. TIME LIMITS

The time limit for the *first* boat in each race will be 90 minutes. Boats failing to finish within 30 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** Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 14.2** Any boat wishing to make a protest in any of the races shall a) notify the Race Officer on VHF channel 69 at the earliest opportunity after finishing the race in question and b) submit a protest form to the race office within the Protest Time Limit which is 30 minutes after the last boat finishes the last race of the day. The actual time limit will be posted on the official noticeboard. 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.
- 14.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where those hearings will be held in. Hearings may start before the scheduled time with the agreement of all parties.
- 14.4** Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 14.5** Breaches of SIs marked [NP] will not be grounds for protest by a boat. This changes RRS 60.1(a).
- 14.6** Penalties for breaches of SIs marked [DP] or class rules are at the discretion of the protest committee.
- 14.7** 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.
- 14.8** Breaches of SI 10.2 and 16 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. This changes RRS 60.1(a) and A4.2.

15. SCORING

- 15.1** A minimum of 1 race is required to be completed to constitute a series.
- 15.2** A boat's series score shall be the sum of her race scores. This changes RRS A2.1.

16. SAFETY REGULATIONS (DP) (NP)

- 16.1** 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. Flag Y will not be displayed. This changes RRS 40.
- 16.2** All competitors aged under 18 shall wear such personal buoyancy at all times whilst afloat.
- 16.3** The skipper of each boat must advise the Race Officer of the total number of people on board before the Orange Alert Signal of the first race. If, at any time during the regatta, that number changes, the skipper must advise the Race Officer of that change.
- 16.4** Boats not leaving their mooring for racing shall make every effort to inform the race committee before the scheduled start.
- 16.5** Boats retiring shall make every effort to inform the race committee before leaving the racing area.

16.6 Commercial and Military Shipping.

- (a) Commercial and military 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 by the race committee under RRS 69. A complaint by the Harbour Authority will automatically initiate a protest hearing.

16.7 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.

16.8 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 Organising Authority.

17. REPLACEMENT OF CREW OR EQUIPMENT

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

18. ADVERTISING

Advertising shall be in accordance with World Sailing Regulation 20.

19. OFFICIAL BOATS

Race committee patrol boats will display flag R.

20. SUPPORT BOATS (DP)

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

21. RADIO COMMUNICATION (DP)

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.

22. PRIZES

The prize-giving will take place soon after racing has finished in St Mawes Sailing Club's clubhouse.

23. RISK STATEMENT

23.1 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".

23.2 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.

24. 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.

Tides

Saturday 2nd June 2018

HW 0817 BST 4.7m

LW 1447 BST 1.1m

APPENDIX A

COURSE MARKS

ST MAWES SOUTH CARDINAL BUOY(LUGO) IS A MARK ON EVERY COURSE AND MUST ALWAYS BE PASSED ON ITS SAFE NAVIGATIONAL SIDE.

Abb	Mark name	Description	Sponsor/markings	Approx Position
BR	Black Rock buoy	Port hand lateral mark		50.08.68N – 005.01.74W
CA	Castle	Starboard hand lateral mark		50.09.00N – 005.01.63W
CN	Carricknath	Yellow spherical	SKB Sails	50.08.73N - 005.01.22W
G	Governor	East cardinal		50.09.15N – 005.02.40W
J	St Just	Port hand lateral mark		50.10.44N – 005.01.72W
L	Long Lodge	Flag L		50.09.12N – 005.00.95W
NB	North Bank	Port hand lateral mark		50.10.37N – 005.02.13W
P	Pendennis	Yellow spherical	Pendennis Shipyard	50.08.78N - 005.02.10W
S	Sunbeam	Yellow spherical	Mylor Yacht Harbour	50 09.99'N - 005 02.67'W
SN	South Narrows	Yellow spherical	Sailtech	50.09.30N - 005.01.73W
T	Trefusis	Yellow spherical	Harding and Wakefield	50.09.69N - 005.02.97W
TV	Tavern	Flag V		50.09.28N – 005.01.23W
V	Vilt	Starboard hand lateral mark		50.09.99N – 005.02.28W
W	Waterloo	Yellow spherical	Rustler Yachts	50.09.60N - 005.01.93W
WC	Cream Cornwall	Yellow spherical	Cream Cornwall	50 09.80'N - 005 02.09'W
WN	West Narrows	Port hand lateral mark		50.09.39N – 005.02.07W
U	Specially-laid windward mark	Orange triangular inflatable		Specially-laid
E	Specially-laid leeward mark	Orange triangular inflatable		Specially-laid
O	Committee boat Start/Finish line			
D	St Mawes Sailing Club finish line			

