

St Mawes Sailing Club (StMSC)

Notice of Race and Sailing Instructions 2020

Amendment number 1 – 18 June 2020

In view of the Covid 19 pandemic, the following have been cancelled:

Early Bird Pursuit Series

Spring Series

Summer Sunday series

Summer Thursday Series

Falmouth Working Boat and Sunbeam Thursday series

May Day Cups

New Series

In lieu of the above, an initial series of five pursuit races will be held on the following dates:

Sunday 21 June

Thursday 25 June

Sunday 28 June

Thursday 2 July

Sunday 5 July

Any further events/series will be announced through subsequent amendments to NoR/SIs

Eligibility

Only boats which normally sail in the following classes may take part in this series:

A/E/U – Handicap Yachts

W – Ajax

J – Rustler/Pipers

V – Sunbeams

H – Shrimpers

All boats must comply with Government guidelines and rules regarding the Covid 19 pandemic, in particular by having a crew which is from the same household or support bubble.

Start times will be as per para 4.1 in the Notice of Race. The list of start times for individual boats will be posted on StMSC's website.

Courses will be as per 6.3 in the Notice of Race

Handicapping will be by the South West Yacht Time Correction (YTC) system.

Further changes to the Notice of Race or Sailing Instructions will be posted on StMSC's website no later than 1000 on the day before the change comes into effect.

Additional Safety Measures

Sailing Instruction 4.3 will not apply. All crew members on all participating boats must wear a lifejacket at all times while racing.

No boat may use a spinnaker or any other additional downwind sail.

Boats may only deploy a pole to boom out a headsail if it is possible to do so without any crew member leaving the cockpit.

Any boat that fails to comply with these Additional Safety Measures may be disqualified by the Race Officer without a hearing. This changes RRS 63.1.

A Risk Assessment undertaken by the Club has introduced additional control measures – see below. It is a condition of entry to this series that competitors have completed a revised entry form which includes a certification that the skipper has read, understood and agrees to comply with these measures.

Measure No	Measures	General Comments
A	Pursuit Racing Format	Reduces risk of congestion on start line and at launch sites (eg Stoneworks Quay). Reduces risk of stragglers losing touch with the rest of the fleet and hence being remote from other boats in the event of help being needed. Enables Race Office to be single/reduced manned.
B	Participating Boated limited to yachts and keelboats	The design and sailing characteristics of yachts and keelboats (eg R/P, Ajax, IODs) are such that they are much less likely to require the assistance of a safety boat – particularly in an ‘intrusive’ manner (viz close contacts between the safety boat and vessel crews – eg recovery from the water). Where ‘non-personal’ interaction is required, eg towing, much easier to maintain social distancing between safety boat and vessel personnel
C	Crews to come from households and Support Bubbles only	Whilst some boats could theoretically comply with social distancing rules for crew members, in practice such compliance is not credible. For simplicity and clarity, boat crews require to come from the same household/ support bubble to comply with Government Guidelines
D	White Sails only	The greatest risk of falling overboard occurs when crew are out of the cockpit and, particularly, on the foredeck. ‘White sails only’ removes the main requirement for foredeck work. (Consideration given to ‘no leaving the cockpit’ but this risks compromising the skipper’s responsibility to maintain the safety of the vessel – eg attending to foresail or rigging damage)
E	Reduce Weather Conditions for RO Guidelines to ‘No racing if wind is over 22 knots (ie into Force 6) or there are heavy squalls in the race area’	Current RO guideline is ‘No racing if wind is over 27 knots (Force 7) or there are heavy squalls in the race area’. Proposal represents a ‘conservative’ constraint: NB this does NOT represent a change to the authority of the RO to conclude, taking a conservative approach, that racing should be abandoned in lesser winds.
F	RO guidance to recommend using only marks within an envelope of Start line, Carricknath/Black Rock and Governor/Waterloo (extendable to Trefusis/Vilt in benign conditions)	Limit the racing area to reduce the spread of boats and thereby the time for Safety Boat/assisting boats to reach any incident.
G	Safety Boats to be double manned with crew from the same household/support bubble. <i>(Subject to RYA advice on the Risk Assessment)</i> In extremis, single manned Safety Boat acceptable at RO discretion	Club policy for double manning is sound but does not take account for Social Distancing rules and availability of compliant crews
H	Mandatory wearing of life jackets on board whilst racing	This is a particular risk reduction measure in the event of single manned Safety Boats but, even with fully manned Safety Boats, represents a ‘considerate and conservative’ step in the resumption of boating activity.
I	Existing Stoneworks Guidelines to comply with Government Guidelines	The Stoneworks Quay guidelines have been reviewed in the context of likely pressure on use arising from racing. The likely number of boats (potential for up to 9 identified at SC meeting), the proportion of them launching from Stoneworks and the Pursuit format of racing leads to a conclusion that the current guidelines are fit for purpose
J	Crew Briefing on measures in force via revised Race Entry Form and written Safety Boat operating procedures	The constrained format of the recommended racing needs to be briefed to all participants. This should be undertaken via the requirement for completion of a revised entry form that highlights the risk assessment and expectations of all parties to the racing. Safety Boats equipped with gloves, masks and sanitiser.