

St Mawes Sailing Club (StMSC) SAILING INSTRUCTIONS

For Junior Race Week 2024

Monday 19 August to Friday 23rd August 2024

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 – A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing. This changes RRS 44.1.

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 AND CHANGES TO SAILING INSTRUCTIONS

2.1 Notices to competitors will be posted on the club notice board at StMSC's clubhouse and sent in the daily briefing which will be emailed to all email addresses submitted on the entry form before 0900 each morning.

3. SIGNALS MADE ASHORE

3.1 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.

3.2 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.

3.3 If five sound signals are made, racing is abandoned for the day and all boats must return to the shore. This changes RRS Race Signals.

3.4 RRS 40 (use of Y Flag) will not apply. All competitors shall wear buoyancy aids at all times whilst afloat.

4. SCHEDULE OF RACES

4.1 The schedule of races is listed in the Notice of Race.

5. CLASSES

5.1 Class boards are listed in the Notice of Race.

6. THE COURSES AND MARKS

6.1 Courses and marks, and the method of signalling the courses, are listed in the Notice of Race.

6.2 The start line will be between the outer and inner marker.

7. HANDICAP SYSTEMS

7.1 The handicap system to be used is detailed in the Notice of Race.

8. LOCAL VARIATIONS AND OBSTRUCTIONS

8.1 Moving exclusion zones around commercial shipping are designated as obstructions.

8.2 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.

8.3 Any boat touching a moored vessel must carry out a 360 degree penalty turn.

8.4 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.

8.5 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.

8.6 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.

9. THE START

9.1 The Warning Signal for the first race of each day will be not before 0940. Based on a first warning signal at 0940, the schedule for the first race is as follows (with the Start of the preceding class acting as the Warning for the next class:

	Prep Flag Up	Prep Flag Down	Start
Class T	0941	0944	0945
Class A	0946	0949	0950
Class B	0951	0954	0955
Class O	0956	0959	1000

This changes RRS 26.

- 9.2** In the event of the first race of the day being postponed, the AP will be lowered at the same time as the Warning signal for Class T, and the starting sequence will then be as per 9.1. Timing should be taken from the sound signal and not the visual signal. This changes RRS 26.
- 9.3** When the first race of the day has been completed, the AP will be displayed. It will be lowered at the same time as the Warning signal for Class T, and the starting sequence will then be as per 9.1. This changes RRS 26. The same will apply after the 2nd race of the day if a third race (a race postponed from a previous day) is scheduled to take place.
- 9.4** If no boats for a particular class appear in starting area, no starting signals may be made for that class and subsequent classes may be started earlier than scheduled. This changes RRS 26.
- 9.5** 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.
- 9.6** 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 & the Outer Distance Mark when starting. The Distance Marks are not necessarily on the Starting Line.
- 9.7** When any part of a boat's hull, crew or equipment is on the course side of the starting line or its extensions at her Starting Signal, she shall sail to the pre-start side of the line by sailing around the Inner or Outer Distance Mark. If there any risk from a ferry at the Inner Distance Mark, the boats will be directed by a safety boat to go around the turning mark. This changes RRS 29.1.
- 9.8** 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.
- 9.9** 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. SHORTEN COURSE OR CHANGE OF THE COURSE

- 10.1** Shorten Course. Flag S (alone) and a flashing orange light displayed on the clubhouse and two sound signals indicates that the courses have been shortened and competitors should go to the finish line rather than the TM at the end of their current lap. Flag "S" alongside the class letter(s) means shortening applies to those classes only. This changes RRS 32.
- 10.2** For Class T, courses will be shortened in accordance with RRS 32.2 (a).
- 10.3** 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.

11. THE FINISH

- 11.1** 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 and the Inner Distance Mark when finishing.

12. TIME LIMITS

- 12.1** There will be no time limit. This changes RRS 35.

13. PROTESTS AND REQUESTS FOR REDRESS

- 13.1** Procedure. Any party intending to raise a protest is to inform the nearest safety boat as soon as they can when safe to do so and no later than 15 minutes after the end of the race. The safety boat will notify the Regatta Safety Officer.
- 13.2** Notification of Parties. A competitor who is party to a hearing or named as a witness shall be notified of this and informed where and when the hearing is to take place by email, to the email address submitted on the entry form. No further notification of parties will be made.
- 13.3** Initial assessment of all protests will be conducted on the water, immediately after each race. The Regatta Safety Officer will review the protest immediately following the race, and will issue his verdict. In the event that a satisfactory solution is not reached, then the protest will be taken to the JST coordinator at the end of the days racing.

14. SAFETY REGULATIONS

- 14.1** RETIREMENTS All retirements must be notified to the Regatta Safety Officer at the first reasonable opportunity.