

SMALL FLEET CHAMPIONSHIPS

for:

THE RUSTLER/PIPER ASSOCIATION

To be held at St Mawes on 14th July 2024

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 race 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 Racing rules 44.1, 60.1(a) & 64.1(a) will be changed as follows:
 - (a) Rule 44.1 – Two Turn Penalty replaced by One Turn Penalty.
 - (b) Rule 60.1(a) – A boat's right to protest or request redress will be limited.
 - (c) Rule 64.1(a) – Protest committee may impose penalties lesser or greater than disqualification.
- 1.3 Each class will sail under their own class rules. In the event of conflict with RRS, RRS shall take precedence.
- 1.4 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. In the event of conflict between the StMSC 2022 Race Card and the sailing instructions then the sailing instructions shall take precedence.

2. NOTICES TO COMPETITORS

- 2.1 The race office is located within the StMSC clubhouse. Notices to competitors will be posted on the official notice board located in the bar area.
- 2.2 The race officer will use VHF Ch M2 - call sign "Race Office" - to communicate with boats. This will include course information and a start sequence countdown. In the event of interference on Ch M2, Ch 72 may be used.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Written changes to these sailing instructions will be posted on the official notice board at StMSC and may be copied to the StMSC website - <https://www.stmawessailing.co.uk/sailing/other-events> - not later than 2100 hrs on the day before the change comes into effect.

4. SIGNALS MADE ASHORE

- 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 shall be made not earlier than 60 minutes after flag "AP" is removed. This changes RRS "Race Signals AP".

5. SCHEDULE OF RACES

- 5.1 Sun 14 July - Up to 2 races back-to-back. The first race will include the 3rd Summer Sunday series race. 1st Warning Signal not before 1020hrs.
- 5.2 The race committee reserves the right to alter the racing programme in the event of any races being abandoned or postponed.
- 5.3 The warning signal for the start of the second race will be approximately 10 minutes after the last boat (competing in the series race) has finished the previous race and shall be preceded by a VHF announcement.

6. RACING AREAS

Racing will take place in the area designated by the StMSC 2024 Race Card.

7. THE COURSES AND MARKS

- 7.1** Courses will be selected from the StMSC 2024 Race Card.
- 7.2** The course to be sailed by each class shall be announced by VHF.

8. HANDICAP SYSTEM

- 8.1** R/Ps will not be handicapped.

9. AREAS THAT ARE OBSTRUCTIONS

- 9.1** St. Mawes South Cardinal mark (Lugo) shall be passed on its seaward side while racing.
- 9.2** Commercial and military shipping under way and constricted in their ability to manoeuvre or constrained by their draft are designated as moving exclusion zones. The exclusion zone extends to 100m on all sides of the vessel and includes tugs, pilot boats and Harbour Authority patrol boats. No boat shall enter the exclusion zone, and if becalmed shall 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. [NP][DP]
- 9.3** Competitors who unnecessarily interfere with shipping bring the sport into disrepute and risk action under RRS 69. A complaint by the Harbour Authority will automatically be reported to the race committee.

10. THE START

- 10.1** The start line will be the StMSC start line as described on the StMSC 2024 Race Card.
- 10.2** RRS26 is changed in that no visual starting sequence signals will be displayed. Races will be started using signals broadcast by VHF. The starting sequence sound signals will follow RRS 26 timings (often called '5-4-1-go').
- 10.3** In the event of a general recall, the recalled class will start after the last class scheduled to start. The starting signal for the last class scheduled start will act as the warning signal for the recalled class.
- 10.4** A boat starting later than 4 minutes after her starting signal shall be scored "Did Not Start" (DNS). This changes RRS 35, A4 and A5.

11. THE FINISH

- 11.1** The finishing line will be the StMSC finish line as described on the StMSC 2024 Race Card.

12. TIME LIMITS

- 12.1** The target time for each race will be 80 minutes. The time limit for the *first* boat in each race will be 100 minutes. Boats failing to finish within 20 minutes after the first boat finishes shall be scored DNF. This changes RRS 35, A4 and A5.

13. PROTESTS AND REQUESTS FOR REDRESS

- 13.1** Protest forms are available on the StMSC noticeboard and from the StMSC website. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 13.2** In addition of the requirements of RRS 61, any boat intending to make a protest arising from an incident in any race shall notify the race officer on VHF Channel M2 at the earliest opportunity after finishing the race in question AND submit a protest form into the 'Completed/Submitted Protest Forms' envelope on the StMSC Noticeboard within the Protest Time Limit which will be not less than 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today whichever is later. The actual time of this limit will be posted on the StMSC noticeboard if the race officer has been notified of an intended protest. The same protest time limit applies to protests by the race committee and to requests for redress. Access to the noticeboard will be provided not less than 30 mins before the time limit.
- 13.3** Notices will be posted on the noticeboard 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. Hearings may start before the scheduled time with the agreement of all parties.
- 13.4** Notices of protests by the race committee will be posted to inform boats under RRS 61.1(b).
- 13.5** Breaches of SIs marked [NP] will not be grounds for protest by a boat. This changes RRS 60.1(a).
- 13.6** Penalties for breaches of SIs marked [DP] or class rules are at the discretion of the protest committee.

13.7 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. SCORING

14.1 A minimum of 2 race is required to be completed to constitute a series.

15. SAFETY REGULATIONS [DP][NP]

15.1 It is the person-in-charge's responsibility to ensure that all persons on board wear personal flotation devices when appropriate.

15.2 All competitors aged under 18 shall wear a personal flotation device at all times whilst afloat.

15.3 The person-in-charge of each boat shall advise the race officer of the total number of people on board before the orange alert signal of the first race on the first day of racing. If, at any time during the regatta, that number changes, the person-in-charge shall advise the race officer of that change.

15.4 Boats not leaving their mooring for racing shall make every effort to inform the race committee before the scheduled start by calling/messaging 07717 348986.

15.5 Boats retiring shall make every effort to inform the race office before leaving the racing area.

15.6 Rendering Assistance. If any boat is in serious difficulty and requires assistance, the nearest boat shall stand by and assist if possible until the arrival of an official boat. See RRS Fundamental Rule 1.1.

16. REPLACEMENT OF CREW OR EQUIPMENT

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

17. EQUIPMENT AND MEASUREMENT CHECKS

17.1 Measurers may inspect boats at any time during the regatta. Any boat not complying with class rules may be penalised or disqualified without protest hearing by the race committee in respect of races completed and any breach must be rectified before competing in any subsequent race. This changes RRS 63.1. Inspections do not reduce the absolute and exclusive responsibility of the person-in-charge of a boat to comply with any safety requirement.

18. ADVERTISING [NP][DP]

18.1 Advertising, if any, shall be displayed in accordance with World Sailing Regulation 20.

19. HAUL-OUT RESTRICTIONS

19.1 Boats shall not be hauled out after the start of the first scheduled race except with and according to the terms of prior written permission of the race committee.

20. DIVING EQUIPMENT AND PLASTIC POOLS

20.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

21. RADIO COMMUNICATION [DP]

21.1 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 and other devices.

22. PRIZES

22.1 Official prize giving is scheduled for one hour after the last boat finishes the last race (subject to any protests) in StMSC Clubhouse.

23. RISK STATEMENT

23.1 Rule 3 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;
- (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 for the event.

24. INSURANCE

24.1 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.