



The Ajax One Design Class National Championship 2025

Friday 18th July – Sunday 20th July

Organising Authority (OA): St Mawes Sailing Club,
Cornwall, UK
in conjunction with the Ajax Class Association

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 conflict between the notice of race and these sailing instructions then the sailing instructions shall prevail. This changes RRS 63.5(c)(2).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Except as provided in SI 2.2, any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by VHF announcement. Failure to receive this information shall not be grounds for redress. This changes RRS 61.1(a).

3. COMMUNICATION WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official event notice board located in the bar area of StMSC.
- 3.2 The race committee may use WhatsApp to communicate informally with competitors.
- 3.3 On the water, the race committee will use marine VHF channel 77 to communicate with boats. This will include general information and a start sequence narrative. Failure to receive this information shall not be grounds for redress. This changes RRS 61.1(a).
- 3.4 [DP] Except in an emergency, from the first warning signal until the end of the last race each day a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats, unless using equipment provided by the OA.

4. CODE OF CONDUCT [DP]

Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the mast at StMSC.
- 5.2 When Race Signal AP is displayed ashore, "1 minute" is replaced with "not less than 90 minutes" in RRS Race Signals AP. This changes RRS Race Signals AP.
- 5.3 Race Signal AP over H displayed ashore means "Boats shall not leave the harbour. Wait for further instructions". This adds to RRS Race Signal AP over H.

- 5.4** Race Signal N over A applies also to all races scheduled for that day that have not yet started, This changes RRS Race Signal N over A,

6. SCHEDULE OF RACES

6.1 Schedule

Date	Activity	Time	High Water
Thu 17 th	Race briefing @ StMSC	2100	-
Fri 18 th	Two races back-to-back	No warning signal before 1055	1120 4.4m
	Third race	After a short break	
Sat 19 th	Two races back-to-back	No warning signal before 1055	1244 4.3m
	Third race	After a short break	
Sun 20 th	Two races back-to-back	No warning signal before 1030	1341 4.3m
	Prize-giving @ StMSC	After coming ashore	

- 6.2** To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is displayed.
- 6.3** The warning signal for each succeeding race will be made as soon as practicable.
- 6.4** In the event of races being abandoned or postponed, one additional race may be scheduled on Sunday but no warning signal will be made after 1500.
- 6.5** The second race on the Saturday will also be scored for the St. Mawes Town Regatta.

7. CLASS FLAG

The class flag displayed at the warning signal will be flag W. Boats are not required to display the class flag.

8. RACING AREAS

Racing will take place in Falmouth Bay or adjacent waters to the east. If conditions in the Bay are unsuitable, racing may be held within the Fal estuary (see addendum A). An announcement will be made on marine VHF channel 77 and an official boat, or boats, will direct competitors to the appropriate area.

9. COURSES

Courses will be Windward-Leeward or Windward-Leeward-Triangle. The diagrams in addendum B show the course, the order in which marks are to be passed, and the side on which each mark is to be left. Numeral pennant 1 or 2 will be displayed to indicate which course is to be sailed.

10. MARKS

- 10.1** Mark 1 will be an orange conical inflated buoy. Mark 2 will be a yellow conical inflated buoy. Mark 3 will be a yellow conical inflated buoy.
- 10.2** Mark 1a will be a pink spherical plastic buoy.
- 10.3** The mark at the starboard end of the start line will be the race committee signal vessel. The mark at the port end will be a yellow pillar buoy.
- 10.4** The finish line marks will be the race committee signals vessel at the starboard end and a yellow spherical plastic buoy at the port end.

11. OBSTRUCTIONS [NP][DP]

- 11.1** Commercial and Military Shipping. 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.
- 11.2** Diving activity. Exclusion zones extend 25m around a dive boat displaying international code flag A, an orange pillar mark indicating a diver beneath the surface, and a diver on the surface. No boat shall enter the exclusion zone.
- 11.3** St. Mawes South Cardinal mark (Lugo) shall be passed on its safe side while racing.

12. THE START

The starting line will be between a staff displaying an orange flag on the mark at the starboard end, and the course side of the mark at the port end.

13. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark. The change will be signalled on VHF channel 77. This changes RRS 33(a) and (b).

14. THE FINISH

The finishing line will be between a staff displaying an orange flag on the mark at the starboard end, and the course side of the mark at the port end.

15. PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16. TIME LIMITS AND TARGET TIMES [NP]

16.1 Time limits and target times are as follows:

Mark 1 Time Limit	Time Limit	Finishing Window	Target Time
40 mins	90 mins	20 mins	60 mins

16.2 If no boat has passed Mark 1 within the Mark 1 time limit, then the race shall be abandoned. This changes RRS 35.

16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes.

16.4 Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

16.5 Failure to meet the target time will not be grounds for a request for redress. This changes rule 61.1(a).

17. HEARING REQUESTS

17.1 In addition of the requirements of RRS 60.2, any boat intending to make a protest arising from an incident in any race shall notify the race officer on VHF Channel 77 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.

17.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today whichever is later.

17.3 The actual time of this limit will be posted on the StMSC Noticeboard if the race officer has been notified of an intended protest and may be broadcast by WhatsApp. The same protest time limit applies to protests by the race committee and protest committee, and to request for redress.

17.4 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at StMSC beginning at the time posted.

17.5 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 63.1(a)(1).

17.6 Adding to RRS 66, if race signal N over A is displayed ashore on the last scheduled day of racing, a request for reopening a hearing shall be delivered not later than 30 minutes after the signal is displayed.

18. SCORING

18.1 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1 and A5.2.

18.2 Eight races are scheduled. A minimum of 4 races shall be completed to constitute the championship.

- 18.3** When from 4 to 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 18.4** When 7 or 8 races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

19. SAFETY REGULATIONS [DP][NP]

- 19.1** Boats not leaving the harbour for a scheduled race shall promptly notify the race office (01326 270686) or the race officer (07768 157287).
- 19.2** On arrival in the racing area, boats shall, while sailing on starboard tack, pass under the stern of the race committee signal vessel.
- 19.3** A boat that retires from racing shall notify the race committee before leaving the racing area, or if that is not possible, shall notify the race office or race officer as soon as possible after returning ashore.
- 19.4** All boats shall maintain a listening watch on VHF channel 77.

20. REPLACEMENT OF CREW OR EQUIPMENT

There is no restriction on the substitution of competitors or damaged/lost equipment, except that the names of substituted competitors shall be notified to the race committee signals vessel before the warning signal of the first race in which they participate.

21. EQUIPMENT AND MEASUREMENT CHECKS [DP]

Boats and equipment may be inspected at any time during the regatta for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

22. SUPPLIED BOATS

Not used.

23. OFFICIAL VESSELS

- 23.1** The race committee signal vessel is the white-hulled sloop "Kioni"
- 23.2** Mark-layers will be StMSC orange RIBs.

24. SUPPORT TEAMS [DP]

- 24.1** For the purposes of these sailing instructions a support person vessel (SPV) includes any vessel that is under the control or direction of a *support person* as defined in the RRS.
- 24.2** Except when asked to assist by the race committee, or to rescue a competitor who is ill, injured or in danger, SPVs shall remain more than 100 metres from the course area from the preparatory signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

25. TRASH DISPOSAL

Trash may be placed aboard official or support vessels.

26. BERTHING

Not used.

27. HAUL-OUT RESTRICTIONS [DP]

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. Requests to haul-out shall be made at the first reasonable opportunity in writing on a form available from the race office.

28. DIVING EQUIPMENT AND PLASTIC POOLS [DP]

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.

29. PRIZES

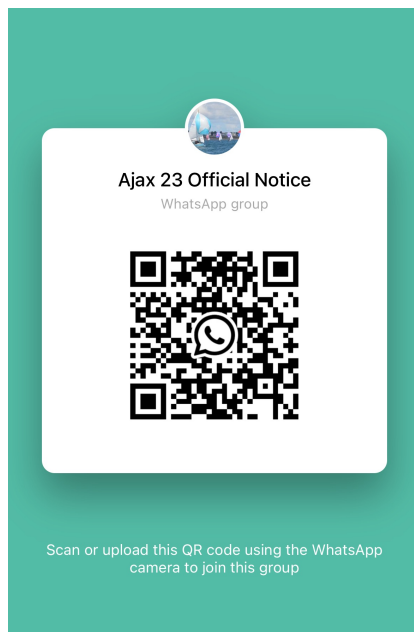
Prizes will be awarded per the NoR.

30. RISK STATEMENT

- 30.1** RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue racing is theirs alone”.
- 30.2** 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 of event and to attend any safety briefing held for the event.
- 30.3** The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor set out in the notice of race and these sailing instructions.

31. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.



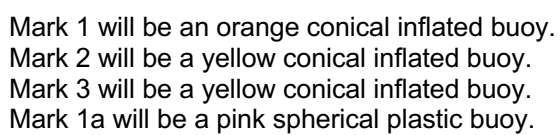
Addendum A

Indicative course areas



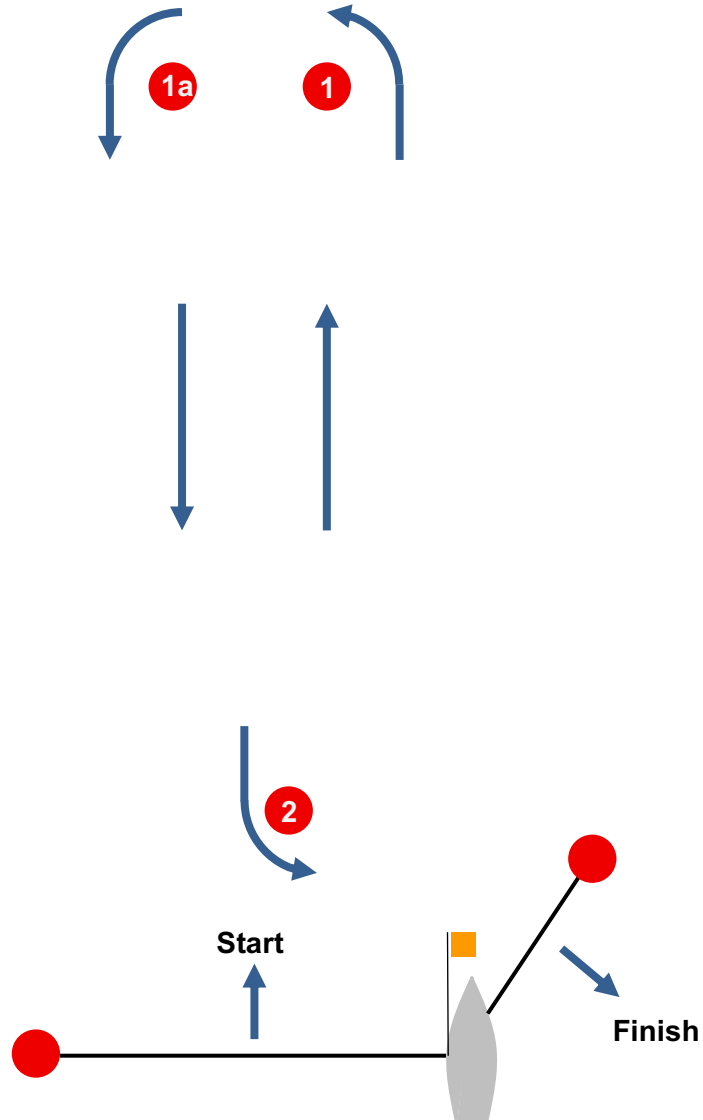
Course diagrams and mark rounding order

Start – 1 – 1a – 2 – 1 – 3 – Finish



Course 2: Windward-Leeward

Start – 1 – 1a – 2 – 1 – 1a – 2 – Finish



Mark 1 will be an orange conical inflated buoy.
Mark 2 will be a yellow conical inflated buoy.
Mark 3 will be a yellow conical inflated buoy.
Mark 1a will be a pink spherical plastic buoy.