



ST MAWES HARBOUR RACE FOR FALMOUTH WORKING BOATS 2026 (Incorporating the Air Ambulance Race)

Sunday, 19th July 2026

SPONSORED BY THE ST. MAWES HOTEL

Notice of Race & Sailing Instructions

Warning Signal 1350

Preparatory Signal 1355

Start Class B Large Working Boats 1400

Start Class C Small Working Boats 1405

HW 09:40 4.8m; LW 16:13 0.7m BST

Courses

GREEN or G announced before the course indicates leave marks to Starboard.

RED or R announced before the course indicates leave marks to Port and pass marks in reverse order.

The Turning Mark follows the listed marks on all courses and must be left on the same side as the course being sailed unless finishing when it can be passed on either side.

St Mawes buoy is a mark on every course and must always be passed on its safe navigational side.

Course	Rounds
1 Carricknath, SB1	4
2 Carricknath, Pendennis	3
3 Carricknath, Castle	4
4 SB4, Castle	4
5 SB4, Pendennis	3
6 Castle, SB1	4
7 Black Rock Buoy, SB1	3
8 Black Rock Buoy, Castle	3
9 SB4, SB1	5
10 Race Officers Choice	TBA

The sponsored marks are:

Carricknath - SKB Sails

Pendennis – Super Yacht Services

ORGANISING AUTHORITY: The Organising Authority is St Mawes Sailing Club.

RULES: Races will be governed by the rules as defined in the Racing Rules of Sailing (RRS) except as changed by these sailing instructions.

RISK STATEMENT:

1. Rule 3 of the RRS states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". 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 they:

1.1. 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.

1.2. Are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.

1.3. Accept responsibility for any injury, damage or loss to the extent caused by their own acts or omissions

1.4. Warrant that their boat is in good order, equipped to sail in the event and that they are fit to participate.

1.5. Accept that provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities.

1.6. Accept that provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

1.7. The fact that the race committee may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this notice of race.

1.8. The acceptance of these sailing instructions in no way limits the declared responsibility of competitors or places any liability on the Organizing Authority, its officers, or representatives

2. **PERSONAL BUOYANCY:** All competitors under the age of 18 shall wear approved personal flotation devices whilst afloat. Wet or dry suits are not adequate. RRS 40 (Use of Y flag) will not apply. It is the skipper's responsibility to ensure that their boat carries sufficient life jackets for all its crew. It is also the skipper's responsibility to ensure that all persons on board wear life jackets when appropriate.

3. **RENDERING ASSISTANCE:** If any boat is in serious difficulty and requires assistance, the nearest boat is expected to stand by and assist if possible until the arrival of a safety boat.

4. **INSURANCE:** All competitors taking part in the event must be insured against third party liability for at least £3.000.000, underwritten by an ABI company or Lloyds of London.

Failure to comply with any of the above will constitute grounds for protest and disqualification by the race committee.

5. **STARTING LINE:** This is an imaginary line through the yellow flagstaff on the quay and the yellow pole at the apex of the Sailing Club roof. Boats must pass between the outer distance mark (Flag D) and the quay wall. Flag I is not an inner limit mark and can be disregarded thus extending the starting line to the quay wall. The outer distance mark and the inner limit mark are not necessarily on the starting line.

6. **TURNING MARK:** This is a mark positioned centrally and to the west of the starting line displaying a blue diamond and Flag T. It must be left on the same side as the course being sailed.

7. **FINISHING LINE:** This is the same as the starting line, except all boats must sail between the outer distance mark (Flag D) and the inner mark limit (Flag I), crossing in the opposite direction to the start.

8. **STARTING SIGNALS:** RRS 26 will not apply. A warning signal will be made 10 minutes before each class start followed by a preparatory signal 5 minutes before each class start in the order printed. All courses and change of course will be announced over the VHF, Channel P4/M2

9. INDIVIDUAL RECALL: Flag X will not be displayed. A second sound signal will be made. A flashing orange light may be displayed until all recalled boats have started correctly or 4 minutes have elapsed whichever is the sooner. This changes RRS 29.1 When any part of a boat's hull is on the course side of the starting line or its extensions at her Starting Signal, she shall return to the pre-start side of the line (but there is no requirement for her to go around the ends of the starting line to do so).

10. GENERAL RECALL: Flag 1st Substitute will not be displayed. A second and third sound signal will be made. A flashing green light may be displayed until all boats have returned or 4 minutes have elapsed whichever is the sooner. The preparatory signal for the new start will be the starting signal of the last class to start. This changes RRS 29.2.

11. THE COURSE: a) Change of Course: A flashing green light displayed as boats are approaching the Turning Mark and/or one sound signal will indicate a Change of Course, the new course will be announced by VHF. The full number of rounds in the new course applies. No change will be made to the mark rounding side.: A flashing orange light displayed on the clubhouse as boats are approaching the finish line indicates that one or more classes are being shortened. The classes whose course is shortened will be announced on the VHF. This means finish the race at the end of the current round. This changes RRS 32.

12. ABANDONMENT: Flags N over A flown on the club flagstaff on the quay accompanied by 3 sound signals means racing for all classes is abandoned. Flags N over A over the class flag(s) applies to those classes only.

13. TIME LIMIT: RRS 35 will not apply. No boat will be timed in after 1600.

14. RADIO COMMUNICATIONS: All boats are required to carry VHF radios when racing. These radios must be turned on, tuned to Ch. M2/P4, and positioned so that at least one crew member can hear them at all times. Course information and other information of use to competitors may be broadcast by the Race Officer. Any announcement or failure to receive an announcement is not grounds for redress. This changes RRS 61.4 (b) (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 applies to mobile telephones.

15. PROTESTS: The protest time limit is 1700.

16. RULES:

16.1 As permitted by RRS 44.1 the two turns penalty is replaced by the one turn penalty.

16.2 RRS 37-the display of Flag V by the Race Committee regarding search and rescue instructions-is deleted

17. LOCAL VARIATIONS:

17.1 Competitors must keep well clear of commercial shipping at all times. A boat seen to hinder a commercial vessel will be subject to protest and possible disqualification by the Race Committee.

17.2 Caution should be exercised whilst sailing in designated mooring areas and in the vicinity of St Mawes Harbour. A boat shall not touch or fend off a moored vessel.

17.3 A two-length zone around a dive boat flying 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.

17.4 No boat shall enter or manoeuvre in St Mawes Inner Harbour and to this end 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.

18. BOWSPRITS: The Falmouth Working Boat Class Association agrees that for the purposes of the definition of "Start" and "Finish" and RRS 21.1, 29.1, 30 and 44.2 (but not any other rules) the term "hull" includes a boat's bowsprit in its normal position.