

St MAWES SAILING CLUB - PILOT CUTTER REVIEW

31 May & 1 June 2025

NOTICE OF RACE & SAILING INSTRUCTIONS

1. RULES

1.1 All races will be governed by the 2025-2028 Racing Rules of Sailing (RRS) of World Sailing and the current prescriptions of the R.Y.A., except as changed by these sailing instructions.

2. CONDITIONS OF ENTRY

2.1 Race Entries must be submitted on the entry form.

3. RISK STATEMENT

RRS 3 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 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 or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The 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 at the venue;
- h) The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.
- i) The acceptance of these sailing instructions in no way limits the declared responsibility of competitors or places any liability on St MSC, its officers or representatives.
- k) 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. SAFETY

4.1 General. The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/person in charge who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of a race. Neither these sailing instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management. The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in the race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races. It shall be the sole responsibility of competitors to decide whether or not to start, or continue to race.

4.2 Boats must carry a VHF radio capable of transmitting and receiving on Channels 16, 69, 72, 77 and M2.

4.3 Personal Buoyancy. All competitors under the age of 18 shall wear approved personal floatation devices whilst afloat. Wet or Dry Suits are not adequate. RRS 40 will not apply. It is the skipper's responsibility to ensure that their boat carries sufficient life jackets for all its crew. It is the skipper's responsibility to ensure that all persons on board wear lifejackets when appropriate.

4.4 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 vessel tasked to assist.

4.5 Insurance. Boats taking part must be insured against third party liability for at least £3,000,000, underwritten by an ABI Member Company or Lloyds of London. **Failure to comply with all the above will constitute grounds for protest and disqualification by the Race Committee.**

4.6 Skippers must ensure that they have a list of all crew members on board together with their emergency contact details. Skippers must also advise the Race Officer of the total number of people on board before the Warning Signal for each race.

5. BRIEFING

5.1 There will be a briefing at 1900 at St Mawes Social Club on Friday 30 May.

6. VHF RADIO

6.1 VHF Channel 69 will be used for communications with competitors. If this proves to be impractical, an alternative radio channel will be announced to competitors on Channel 69 before the Warning Signal of each race.

7. CHANGES TO SAILING INSTRUCTIONS

7.1 Any change to these sailing instructions will be notified to competitors at the briefing or announced by VHF. The Race Committee may post a notice on the official notice board in St Mawes Sailing Club by 2000 on the day before it will take effect.

8. COURSES AND MARKS

8.1 At or before the Warning Signal the course to be sailed will be announced by VHF. There are no pre-set courses - the VHF announcement will include the marks to be rounded (see Annex A), the side on which they are to be left, and the order in which they are to be rounded.

8.2 In the entrance to St Mawes Bay there are four speed limit buoys, three of which will be used for the start line, turning mark and finish line. For the purposes of this event they will be designated as follows (from the most north-western to the most south-eastern): SB1, SB2, SB3 and SB4 (although they are not marked as such).

8.3 Initially a course of just one round will be set. However, as the leading boat is sailing towards the last mark of that round (which may or may not be the speed limit turning mark) they must listen on the designated VHF Channel for further instructions. At that point a second round may be set (which will not necessarily be the same as the first round) in which case boats must round the last mark of the first round and then sail that second round.

8.4 If a second round is not set, boats must cross the finish line.

8.5 This changes RRS 27.1

9. START TIMES

9.1 Three races are scheduled: at 1000 and 1430 on Saturday 31 May and at 1300 on Sunday 1 June. Any changes to this will be announced at the briefing or by VHF radio. If either of the Saturday races is not held for any reason, it may be re-scheduled at 0930 on Sunday morning.

10. THE START

10.1 Starting Signals. There will be staggered starts with boats starting in small groups at five minute intervals. A Warning Signal countdown will be made by VHF radio 10 minutes before the first group's start, followed by a Preparatory Signal countdown at 5 minutes before the first group's start. The Preparatory Signals for subsequent groups will be the previous group's Starting Signal. This changes RRS 26.

The groups will be based on handicap numbers published before the event, the slowest boats in the first group. The boats in each group and their starting times are shown in Annex C: these times assume the races start on time - in the event of a postponement, the same order of starts and starting intervals of five minutes will still apply.

In the event of handicap numbers changing during the course of the event, the order of starts will not change.

If the number of participating boats is expected to be different on the Sunday, the detail of the starting sequence may be changed from that shown in Annex C for the races to be held on that day. If any such changes are to be made, they will be announced by VHF radio on the Saturday afternoon.

10.2 Any boat which starts four or more minutes after her starting signal will receive a ten-minute penalty - this will be added to her elapsed time before the handicap corrections are made.

10.3 Starting Line. This is a line between the SB1 and SB3 speed limit buoys at the mouth of St Mawes Bay from which boats will sail in a roughly south-westerly direction.

10.4 Starting Penalties RRS 30.1 (Round the Ends Rule), RRS 30.2 (20% Rule), RRS 30.3 (U Flag Rule) & RRS 30.4 (Black Flag Rule) will not apply.

10.5 Individual Recall. Flag "X" will not be displayed. A sound signal may be made. An announcement will be made by VHF. This changes RRS 29.1.

10.6 Starting area. Up until five minutes before her start each boat must keep to the south east of a line - marked in red on Annex B - between Castle buoy, the SB3 speed limit buoy and the St Mawes SC club line turning mark (flying flag T and with a blue "diamond" on it) to allow other boats which are starting a free starting area. Any boat which is anchored or moored to the north west of that line must move to the south east of it as quickly as possible after getting under way.

10.7 Engines. Each boat may use her engine up until two minutes before her start to allow her to get from the area south east of the line defined in 10.6 and to keep clear of other boats which are starting. This changes RRS 42.1.

11. TURNING MARK

11.1 The turning mark is speed limit buoy SB2 at the mouth of St Mawes Bay. The hand on which it should be left will be announced with the rest of the course for the second round, should one be set. This is not a mark of the course at the finish.

12. ST MAWES BUOY

12.1 If any leg of the course requires boats to pass St Mawes south cardinal mark (Lugo), it must be passed on its safe navigational side.

13. CHANGE OF COURSE AFTER THE START, SHORTENED COURSE, POSTPONEMENT AND ABANDONMENT

13.1. Change Of Course. Any change of course after the start will be announced by VHF radio. No sound signal may be made. This changes RRS 27.1

13.2 Shorten Course. The course may be shortened at any mark of the course by forming a line between that mark and a boat flying flag S. A shortened course will be announced by VHF. Two sound signals may be made.

13.3 Postponement. Any postponement to or abandonment of a race will be announced by VHF radio. This changes RRS 27.3 and 32.1.

14. FINISHING LINE

14.1 The main finishing line is between the SB1 and SB3 speed limit buoys at the mouth of St Mawes Bay, crossing in the opposite direct to the start.

15. PENALTY SYSTEM

15.1 RRS 44.1 and RRS 44.2 are amended for an incident between one or more Pilot Cutters by substituting "Two-Turns" with "One-Turn" and "two" with "one".

16. INCORRECT COURSE

16.1 In accordance with the Racing Rules of Sailing, if the Race Officer observes a boat sailing an incorrect course he may score the boat NSC without a hearing.

17. RETIREMENTS

17.1 All retirements must be notified to the Race Officer at the first reasonable opportunity by VHF.

18. TIME LIMITS

18.1 The time limit will be 2½ hours after the last group's start. Boats failing to finish 45 minutes after the first boat finishes or within the time limit, whichever is later, will be scored DNF. This changes RRS 35.

19. PROTESTS

19.1 Procedure. Protests shall be written on forms available at St Mawes Sailing Club and delivered there within 2 hours after the time of the last boat's finish in the last race of the day.

19.2 Notification of Parties. Protest notices will be posted on a board in St Mawes Sailing Club within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a hearing or named as a witness. No further notification of parties will be made.

20. SCORING

20.1 RRS 90.3 and the Low Points System Appendix A, including RRS A9, will apply. The series will consist of three races. There will be no discard.

21. HANDICAPPING

21.1 All boats will be allocated handicap numbers based on the Old Gaffers Association system, as modified by the Race Committee. When calculating corrected times, the five minute starting intervals will be taken into account. Handicap numbers may be adjusted during the series and this is not grounds for redress. This changes RRS 61.

22. RESULTS

22.1 Results will be posted in the Club as soon as possible after each race.

23. PRIZES

23.1 A prizegiving may be held after racing on Sunday in St Mawes Sailing Club.

24. LOCAL VARIATIONS

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

24.2 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.

24.3 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.

24.4 Any boat that fails to comply with these local variations may be disqualified by the Race Committee without a hearing. This changes RRS 63.1.

25. BOWSPRITS

The Pilot Cutter class rules say that for the purposes of the definition of "Start" and "Finish" and rules 21.1, 29.1, 30 and 44.2 of the RRS (but not any other rules) the term "hull" includes a boat's bowsprit in its normal position.