

St Mawes Sailing Club (StMSC)

SAILING INSTRUCTIONS 2026

For club points races (including the May Day Cups races, the Philleigh Pots and the Victory Cups).

1. RULES

- 1.1** Racing will be governed by:
The rules as defined in The Racing Rules of Sailing 2025-2028 (RRS). Changes to rules are described in the relevant sailing instruction.
- 1.2** Penalties – As permitted by RRS 44.1, for all classes except dinghies, the two-turns penalty is replaced by the one-turn penalty.
- 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 63.5 (c).

2. NOTICES TO COMPETITORS

- 2.1** Notices to competitors will be posted and on the Club website and may be posted on the club notice board at StMSC's clubhouse. There are also two WhatsApp groups on which messages may be sent (see QR codes for these at the end of this document).
- 2.2** The race committee will use VHF Channel M2/P4 to broadcast course information and other information which may be of use to competitors. In the event of Channel M2/P4 becoming blocked, the Race Officer may temporarily switch to channel M1. Failure to receive this information will not be grounds for redress. This changes RRS 61.4 (b) (1).

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1** Written changes to these Sailing Instructions shall be published on the Club website (and may be posted on the notice board at the main clubhouse) not later than 1000 on the day before the change comes into effect.

4. SIGNALS MADE ASHORE

- 4.1** Signals made ashore may 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.
- 4.2** Abandonment. Signals regarding abandonment of races shall be communicated by WhatsApp and may be communicated by displaying flags on the yellow flagpole on St Mawes Quay. For abandonment before the start, an initial decision will be taken by the Race Office by 1630 on a Thursday and 0900 on a Sunday. Any decision to abandon a race will not be reversed: a decision not to abandon a race by 1630/0900 does not preclude a later decision to abandon. Abandonments may also be communicated by the club's WhatsApp group messaging service.
- 4.3** RRS 40 (use of Y Flag) will not apply. It is the skipper's responsibility to ensure that their boat carries sufficient personal floatation devices for all its crew. It is the skipper's responsibility to ensure that all persons on board wear personal floatation devices when appropriate.

5. SCHEDULE OF RACES

- 5.1** The schedule of races is listed in the Notice of Race.
- 5.2** The race committee reserves the right to alter the racing programme in the event of any races being abandoned or postponed. Notice of any postponed races will be posted on the club noticeboard and published on the Club website.

6. CLASSES

- 6.1** Classes are listed in the Notice of Race.
- 6.2** The start for each class will be signalled even if no boats from that class appear in the starting area.
- 6.3** The Race Officer may choose to amalgamate classes for individual races in which case an announcement will be made accordingly on VHF Channel M2 before the scheduled Warning signal of the affected class(es). However, no class will start earlier than its advertised time and the results of each class will still be counted separately.

7. THE COURSES AND MARKS

- 7.1** Courses and marks, and the method of signalling the courses, are listed in the Notice of Race.

8. HANDICAP SYSTEMS

- 8.1** The handicap systems to be used are detailed in the Notice of Race.

9. LOCAL VARIATIONS AND OBSTRUCTIONS

- 9.1** Moving exclusion zones around commercial and naval shipping are designated as obstructions.
- 9.2** 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.
- 9.3** Any boat touching a moored vessel must retire or protest another boat that compelled her to touch the moored boat.
- 9.4** Exclusion zones extend 25m around a dive vessel displaying code flag A, an inflatable orange buoy marking a diver just under the surface, and a diver on the surface. A boat shall not enter the 25m zone.
- 9.5** 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.
- 9.6** For classes A, J, W, H, D, B, C & V (i.e. all classes other than dinghies). if any leg of the course requires boats to pass St Mawes cardinal mark (Lugo), it must be passed on its safe navigational side. This rule will not apply to classes T & R (i.e. dinghies).

- 9.7** Any boat that fails to comply with these Local Variations and Obstructions may be disqualified by the Race Officer without a hearing. This will not be grounds for a protest.
- 10. THE START**
- 10.1** A Warning Signal will be made 10 minutes before each class start, followed by a Preparatory Signal at 5 minutes before each class start. Timings should be taken from sound signals and not visual signals. This changes RRS 26.
- 10.2** For Classes A, J, W, H, D, B, C and V, courses will be communicated by VHF on channel M2.
- 10.3** At the Warning Signals for Classes A, J, W, H, D, B, C and V the appropriate class letter and course number may be displayed on boards on the clubhouse balcony. Flag “P” (Preparatory Signal) may be displayed 5 minutes before the first start and may continue to be displayed until the last class has started. In the case of Classes T & R, the appropriate class letter and course number will be displayed on boards on the clubhouse balcony as described above.
- 10.4** In the Early Bird Pursuit Series and the Autumn Pursuit Series, a sound signal will be made at five minute intervals throughout the period when boats are due to start, irrespective of whether the start time of any boats coincides with any of the sound signals.
- 10.5** Boats whose Preparatory Signals have not been made are reminded of their obligation under RRS 23.1 not to interfere with boats that are racing. Competitors are requested to remain to the west of the start line until their warning signal. This is to avoid congestion between the line and the moorings to the east of the line.
- 10.6** 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 (Flag I), & the Outer Distance Mark (Flag D) when starting. The Distance Marks are not necessarily on the Starting Line. For Classes B and C only, Flag I is not an Inner Distance Mark and can be disregarded.
- 10.7** When at a boat’s starting signal, any part of her hull is on the course side of the starting line she must comply with RRS 29.1 (but there is no requirement for her to go around the ends of the starting line to do so). See SI 14 regarding bowsprits.
- 10.8** 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.
- 10.9** 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.
- 10.10** A boat starting later than 9 minutes after her starting signal will be scored DNF. This changes RRS A4 and A5.
- 10.11** In the Early Bird Pursuit Series and the Autumn Pursuit Series, SIs 10.7, 10.8 and 10.9 shall not apply, but for every minute or part of a minute that a boat is ‘over the line’ without returning to start correctly, she shall have an additional two minutes added to her elapsed time. This changes RRS 29.1 and 29.2.

10.12 In the Early Bird Pursuit Series and the Autumn Pursuit Series, RRS 42 will only apply to a boat from 5 minutes before her allocated start time until she finishes racing. This changes Part 4 Preamble.

11. COURSES WITH MULTIPLE ROUNDS

11.1 For classes A, J, W, H, D, B, C & V sailing courses No 16 to 41 the Turning Mark (this is the mark to seaward of the start/finish line displaying flag T), follows the listed marks and should be left on the SAME side as the rest of the course being sailed, except when finishing when it may be passed on either side;

11.2 For Classes T& R sailing courses 29 to 54 the Outer Distance Mark (displaying Flag D) follows the listed marks and should always be left to STARBOARD.

12. SHORTEN COURSE OR CHANGE OF THE COURSE

12.1 Shortening of courses that return to the Turning Mark (Courses 16-41) for classes A, J, W, H, D, B, C and V will be communicated by VHF on channel M2. In addition, a flashing orange light displayed on the clubhouse as boats are approaching the turning mark, and two sound signals will indicate that one or more classes are being shortened. Instructions may also be communicated by the display of boards. Board "S" alone means that all classes shall finish at the end of that round. Board "S" alongside the class letter(s) means that shortening applies to those classes only. This changes RRS 32.

12.2 Shortening of courses that DO NOT return to the Turning Mark (Courses 2 to 15) for classes A, J, W, H, D, B, C and V. When these courses are shortened a verbal instruction will be given by VHF and/or from a Safety Boat positioned in the vicinity of a mark of the course, to leave that mark on the required side and proceed to the finish. This changes RRS 32.

12.3 Shortening of multi-lap courses for classes T & R (Courses 29-54). A flashing orange light displayed on the clubhouse as boats are approaching the ODM, and two sound signals will indicate that one or more classes are being shortened. Shorten course instructions will be communicated by the display of boards - board "S" alone means that all classes shall finish at the end of that round. Board "S" alongside the class letter(s) means that shortening applies to those classes only. This changes RRS 32.

12.4 Courses may also be shortened in accordance with RRS 32.2 (a) (including at St Mawes South Cardinal buoy when it is effectively a rounding mark).

12.5 Change of courses that return to the Turning Mark (Courses 16-41) for classes A, J, W, H, D, B, C and V will be communicated by VHF on channel M2. In addition, a flashing green light displayed on the clubhouse as boats are approaching the turning mark, and two sound signals will indicate that the course for one or more classes is being changed. Instructions may also be communicated by the display of boards. 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.

12.6 Change of multi-lap courses for classes T & R (Courses 29-54). A flashing green light displayed on the clubhouse as boats are approaching the ODM, and two sound signals will indicate that the course for one or more classes is being changed. New course instructions will be communicated by the display of boards. The full number of rounds in the new course applies. This changes RRS 27.1 and 33.

13. THE FINISH

13.1 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 (Flag D) and the Inner Distance Mark (Flag I) when finishing. This also applies to Classes B and C.

14. BOWSPRITS

- 14.1** The respective class associations of Falmouth Working Boats, Falmouth Gaffers, St Mawes One Designs and the local Shrimper 19 class agree that for the purposes of the definition of "Start" and "Finish" and RRSs 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.

15. TIME LIMITS

- 15.1** The time limit for the first boat in each class to finish will be as follows:
1330 in morning races
1600 in the Philleigh Pots first race
1630 in the Victory Cups,
2030 (1945 in September) in evening races,
120 minutes after each class's start in the second races for the Philleigh Pots.

If one boat in a class finishes within the time limit, then the time limit for that class will be 30 minutes after the finish time of the first boat. Boats which finish outside the time limit will be scored DNF. This changes RRS 35, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1** Procedure. The intention to protest or request redress should be notified to the Race Officer at the earliest opportunity; and protest forms – which are available from the club office - should be completed and lodged at the club office within one hour after the time of the last boat's finish.
- 16.2** Notification of Parties. Protest notices will be posted 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.

17. SAFETY REGULATIONS

- 17.1** RETIREMENTS All retirements must be notified to the Race Officer at the first reasonable opportunity by the best means available.

17.2 ADDITIONAL SAFETY REGULATIONS

In the event of just one single-manned safety boat being in attendance, the Race Officer may decide to apply additional safety measures as follows:

- a) spinnakers may not be used
- b) Poling out of headsails in pursuit races - poling out of headsails (including use of kitty gear) will not be permitted on any boat.
- c) Poling out of headsails in class races - poling out of headsails will only be allowed in classes in which all boats are able to pole out without crew members leaving the cockpit, including Ajaxs, Rustlers/Pipers, Sunbeams, Shrimpers and St Mawes One Designs. It will not be permitted on any Handicap Yachts. On Falmouth Working Boats, it will not be permitted with jibs but will be permitted with staysails.
- c) Mandatory wearing of personal floatation devices on board whilst racing. This changes Sailing Instruction 4.3

These measures will be brought into effect by the displaying of 'Flag M' and a VHF announcement – saying that “the additional safety measures detailed in clause 16.2 in the Sailing Instructions will be in effect for this race” - before the first Warning Signal and will apply to all classes racing.

When these measures are brought into effect, there will be no change to the official start time of any competitor in pursuit races, nor will it change the handicap number of any boat in either pursuit races or class races.

QR code for official WhatsApp messages



QR code for informal WhatsApp messages

