

**FALMOUTH WORKING
BOATS ASSOCIATION**

SAILING INSTRUCTIONS

**FALMOUTH WORKING
BOAT CHAMPIONSHIPS**

CLASSES 'B' & 'C'

St Mawes 28th/29th/30th JUNE 2024

SAILING INSTRUCTIONS

ORGANISING AUTHORITY: 'FALMOUTH WORKING BOATS ASSOCIATION' IN CONJUNCTION WITH 'ST MAWES SAILING CLUB'

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 Championship 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 63.7.

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 62.1{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 also 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 62.1{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 communications that is not available to all boats, unless using equipment provided by the OA.

4. CODE OF CONDUCT [DP]

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

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the St Mawes Sailing Club Signals Mast.

- 5.2 When flag 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. Race Signal AP over H displayed ashore means that boats shall not leave the harbour. Wait for further instructions. This adds to RRS Race Signal AP over H.

6. **SCHEDULE OF RACING**

- 6.1 Two races will be sailed on Friday and Saturday and one race on Sunday.
 6.2 Warning signal each day will be 10.55 and 1500 for B Class and 11.00 and 1505 for C Class.
 6.3 In the event that a race being abandoned or postponed, one additional race may be scheduled on Sunday but no warning signal will be made after 1400.
 6.4 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.

7. **CLASS FLAGS**

The class flags displayed at the warning signals will be Flag B and Flag C.

8. **RACING AREA**

Racing will take place in the Fal Estuary.

9. **COURSES {Appendix 1}**

The configuration of courses, order the marks are to be passed and the number of rounds to be sailed are set out in Appendix 1. Of these sailing instructions.

10. **MARKS** (See Appendix 2).

- 10.1 Two International Code flags, one under the other, will be displayed at the Warning Signal to indicate the course selected from the marks listed in and Appendix 2.
 The upper flag will indicate Mark1 and the lower Mark 2.
 Mark 3 will always be an Orange Inflatable buoy.
 10.2 When a **Red** flag is displayed all **Marks** are taken to **Port**, if a **Green** flag is displayed all **Marks** are taken to **Starboard**.
 10.3 A spreader mark maybe laid at the windward mark or the leeward mark; this will be announced by VHF.
 10.4 When flag 'U' is displayed on its own, all marks will be orange cylindrical inflatable buoy.
 10.5 **APPENDIX 2**

IC Flag	Mark	IC Flag	Mark
A	Pennarow / MYH	L	West Narrows
B	Black Rock Buoy	O	Waterloo Rustler Yachts
D	Pendennis BI Rock Gin	Q	Sunbeam MYC
E	S. Narrows / A2 Rigging	R	Northbank
F	Castle	T	Trefusis Penrose Sails
G	Governor	U	Orange Inflatable Buoy
J	St Just	V	Vilt
K	Carricknath / SKB	W	Water Tower Ancasta
St Mawes Cardinal Buoy (Lugo) must be passed on it's safe navigational side at all times.			

11. **OBSTRUCTIONS**

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 zones 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 surface, and a diver on the surface. No boat shall enter the exclusion zone.

11.3 St.Mawes South Cardinal mark shall be passed on the seaward side while racing.

12. **THE START**

12.1

a.	Warning Signal	Horn	5 minutes before Start
b.	Preparatory Signal	Horn	4 minute before Start
c.	Preparatory Signal Removed	Horn	1 minute before Start
d.	Warning Signal Removed	Horn	Start

12.2 **The Start 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.

12.3 A inner distant buoy may be laid. This buoy may not be on the starting line.

12.4 A boat starting later than 4 minutes after the starting time will be scored DNS without a hearing.

12.5 All race communication will be on VHF Channel 77.

13. **CHANGE OF THE NEXT LEG OF THE COURSE**

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

14. **THE FINISH**

14.1 The Finish line will be between a staff displaying an orange flag on the mark at the starboard end, and the course side of the yellow flagstaff on the St. Mawes Quay.

14.2 When flag 'F' is displayed, with two sound signals near a mark by a Race Committee Boat, boats will round this mark and sail directly to the Finish Line. This changes RRS 32.2.

15. **PENALTY SYSTEM**

RRS 44. is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16. **TIME LIMITS**

The time limit for the first boat in each race will be 2.5 hours. Boats failing to finish within 30mins after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

17. **HEARING REQUESTS**

17.1 In addition of the requirements of RRS61, 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 office at StMSC.

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 ,and to request for redress.,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 Protests in relation to races on Friday and Saturday will be heard at St Mawes Sailing Club on Saturday 29th JUNE at the time posted. On the last scheduled day of racing, protests will be heard as soon as possible after the time limit.

17.5 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.

17.6 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS61.1{b}.

17.7 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**

17.1 Three races are required to be completed to constitute a series.

17.2 When more than 3 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19. **SAFETY**

19.1 When flag 'Y' is displayed ashore, RRS 40 applies at all times while afloat. This changes Part 4 preamble.

19.2 When flag 'Y' is displayed from the Committee Boat all competitors shall wear a personal floatation device.

19.3 All boats must call the **RACE COMMITTEE** on VHF CH.77 stating the number of crew on board, before each race.

19.4 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 Nothing written in the Notice of Race or these Championship Sailing Instructions removes a boat's separate responsibility to the Harbour Commissioners to comply at all times with the Harbours bye-laws, see: <http://www.falmouthport.co.uk/pdf/bye-laws.pdf>
20. **REPLACEMENT OF CREW OR EQUIPMENT**
There is no restriction on the substitution of competitors or damaged/lost equipment, except that this should be notified to the race committee signal 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 championship 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-hued sloop Melkin.
23.2 Mark-layers will be marked with the letters StMSC on the hull.
24. **SUPPORT TEAMS [DP]**
24.1 For the purpose of these sailing instructions a support person vessel {SPV} Includes any vessel that is under the control or direction of a support person 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 supply vessels.
26. **BERTHING**
Boats requiring moorings should contact the St. Mawes Harbour office.
27. **HAUL-OUT RESTRICTIONS [DP]**
Boats shall not be hauled-out during the championship except with and according to the terms of prior written 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 and the end of the championship.
29. **PRIZES**
Prizes will be awarded per the NOR.

30. RISK STATEMENT

30.1 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"

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 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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- (f) The provision of a 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.

30.3 The fact that the race committee conducts inspection of a boat does not reduce the responsibilities of each competitor set out in the notice of race and these sailing instructions.

31. INSURANCE

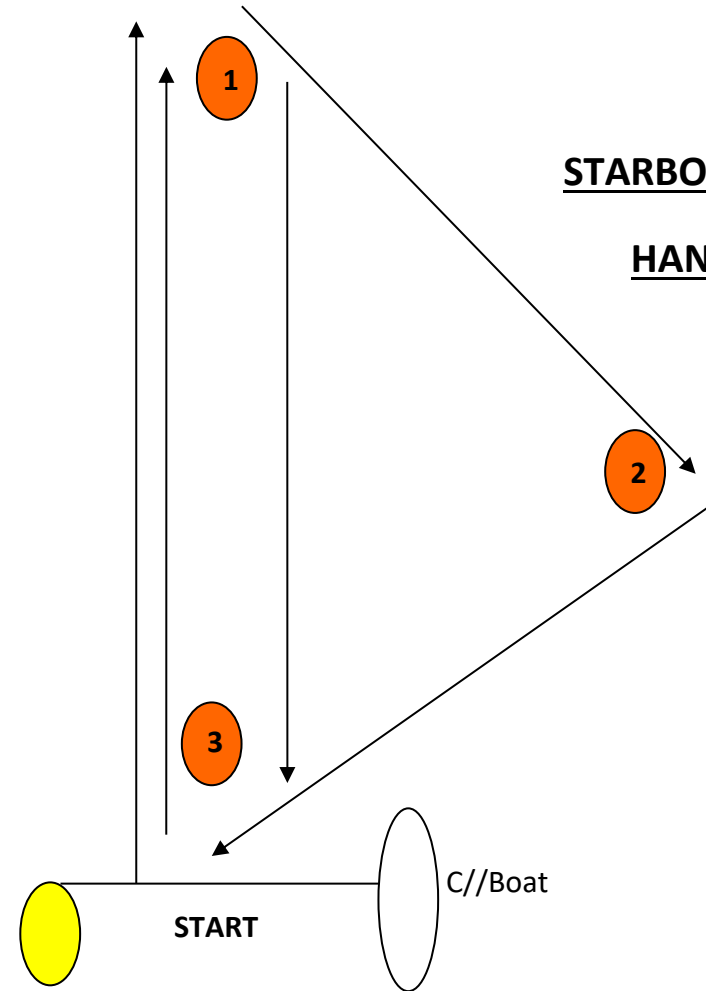
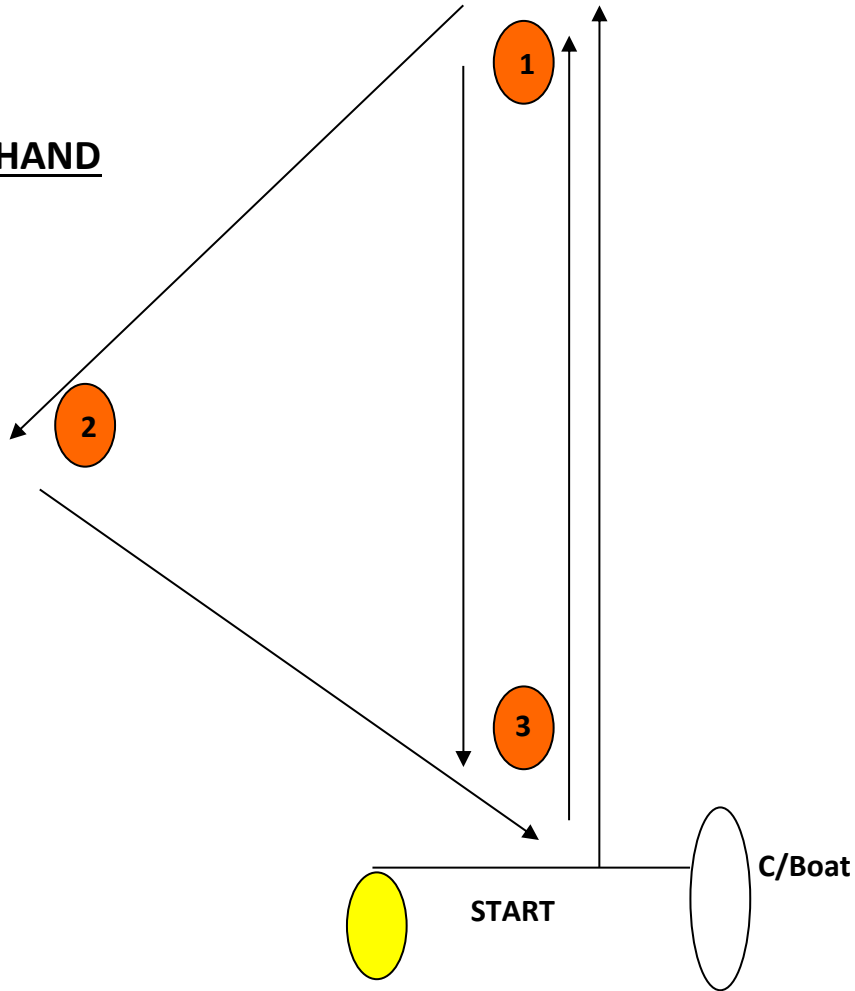
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 pre incident or equivalent.

APPENDIX 1

COURSES

PORT HAND

STARBOARD HAND

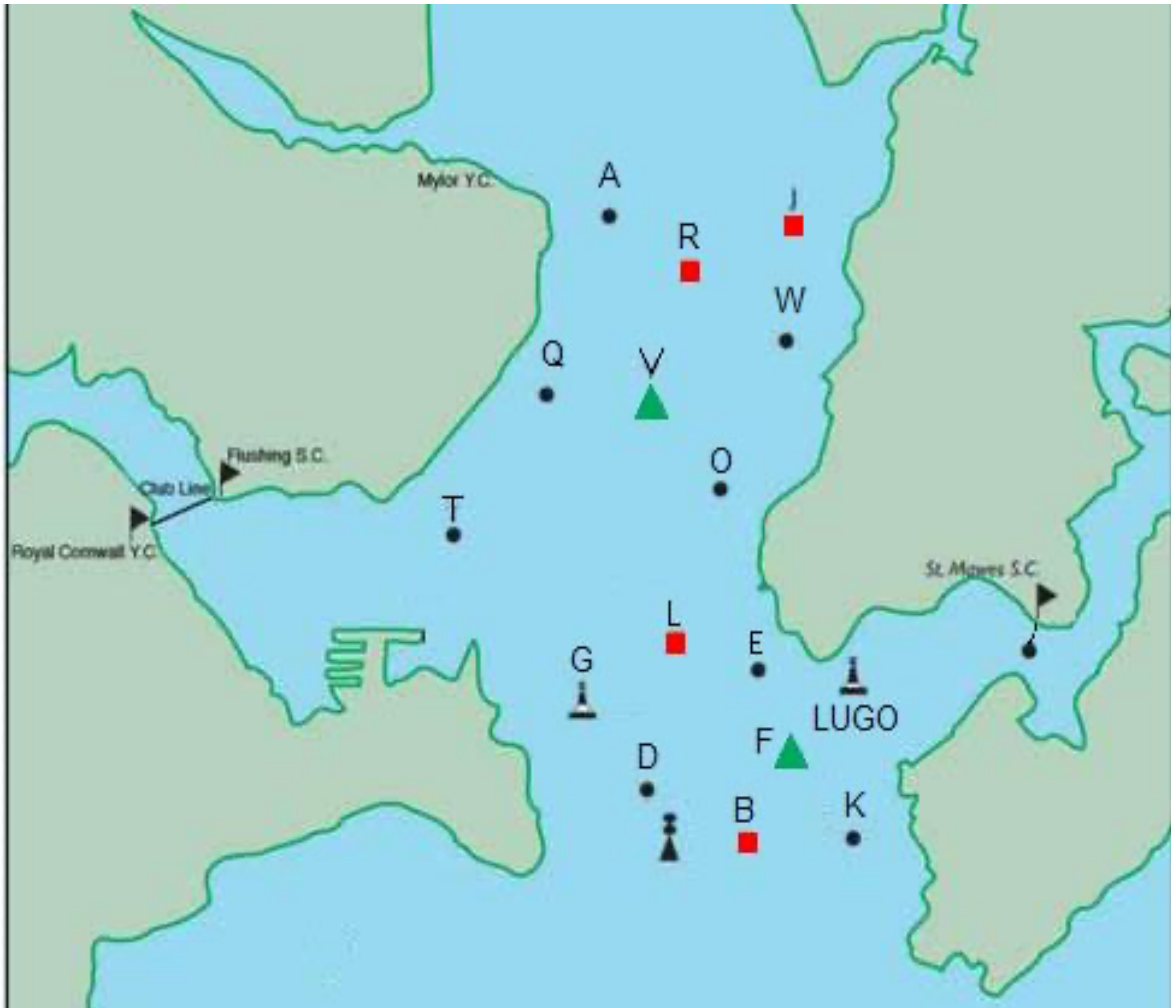


Start-1p-2p-3p-1p-3p-1p-2p-3p-Finish

Start-1s-2s-3s-1s-3s-1s-2s-3s-Finish

Appendix 2

Course Marks 2024



A - MYC / PENARROW

B - BLACKROCK BUOY

D - PENDENNIS

E - A2 Rigging / S.NARROWS

F - CASTLE

G - GOVERNOR

J - ST JUST

K - SKB SAILS / CARRICKNATH

L - WEST NARROWS

O - RUSTLER YTS/WATERLOO

R - NORTH BANK

T - PENROSE SAILS / TREFUSIS

U - ORANGE BUOYS

V - VILT

W - WATER TOWER / ANCASTA

Q - MYH / SUNBEAM