

## **Courses**

Class letter in GREEN indicates leave marks to Starboard

Class letter in RED indicates leave marks to Port and pass marks in reverse order

The Turning Mark follows the listed marks on all courses

St Mawes buoy is a mark on every course and must always be left to the north

Course

Rounds

1	Black Rock Buoy, North Bank, St Just	2
2	Black Rock Buoy, Vilt	2
3	Black Rock, St Just	2
4	Carricknath, Trefusis, Vilt	2
5	Carricknath, Tavern	2
6	Carricknath, Vilt	2
7	Castle, Vilt	2
8	Castle, Waterloo	2
9	Castle, Trefusis, West Narrows	2
10	Castle, Trefusis, Vilt	2
11	Governor, Vilt	2
12	Governor, West Narrows	2
13	Long Lodge, Tavern	2
14	Long Lodge, Governor	2
15	Pendennis, West Narrows	2
16	Pendennis, Vilt	2
17	Castle, Trefusis, West Narrows, Trefusis	2
18	Black Rock, Northbank, West Narrows, Governor, West Narrows	2
19	Carricknath, Vilt, South Narrows, Vilt	2
20	Black Rock, St Just, Waterloo, St Just	2

The marks sponsored are:

Carricknath by SKB Sails

Trefusis by Harding and Wakefield

Pendennis by Pendennis Shipyard

Waterloo by Rustler Yachts

Class flags are to be flown by classes E, U, G, B and C

# ST MAWES TOWN REGATTA

Saturday 3rd August 2019

## Notice of Race & Sailing Instructions

Class	Time	
	13.50	Warning Signal
	13.55	Preparatory Signal
E	14.00	Yachts YTC Rating 1.010 and below
U	14.05	Yachts YTC Rating 1.011 and above
V	14.10	Falmouth Sunbeam and Rustler 24 / Piper O.D.
W	14.15	Ajax
G	14.20	Gaffers
D	14.25	St Mawes One Designs
H	14.30	Shrimpers
T	14.35	Handicap Dinghies PY 820-1079
B	14.40	Working Boats (Large)
C	14.45	Working Boats (Small)
R	14.50	Handicap Dinghies PY 1080-1460
K	14.55	Picos

**ORGANISING AUTHORITY:** The Organising Authority is St Mawes Sailing Club in conjunction with St Mawes Town Regatta.

**RULES:** Races will be governed by the Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF) the current prescriptions of the RYA and the rules of the classes except as changed by these sailing instructions.

### RISK STATEMENT:

1. Rule 4 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:** Competitors in dinghy classes and 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 all 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 inner limit mark (Flag I). For class B and C 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 just behind 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, boats crossing in the opposite direction to the start. Boats (including class B and C) should cross the line between the outer distance mark (Flag D) and the inner mark limit (Flag I).
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. At the warning signal for each class the appropriate class letter and course number will be displayed on boards on the clubhouse balcony. Flag P (Preparatory Signal) will be displayed 5 minutes before the start.
9. **COMBINED STARTS** When more than one class starts together i.e Sunbeam, Rustler/Piper 24 they will sail the same course, but may be shortened/abandoned separately.
10. **INDIVIDUAL RECALL:** RRS 29.1 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.
11. **GENERAL RECALL:** RRS 29.2 Flag 1<sup>st</sup> 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.
12. **SHORTEN COURSE:** A flashing orange light displayed on the clubhouse as boats are approaching the finish line indicates shorten course signals are displayed. Flag S alone means all classes are shortened. Flag S alongside class letter(s) applies only to those classes. This means finish the race at the end of the current round.
13. **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.
14. **TIME LIMIT:** RRS 35 will not apply. No boat will be timed in after 1730.
15. **HANDICAPPING:** Boats racing in classes E and U will be allocated a YTC number. Boats racing in classes T, R and K will be handicapped by the PY system. Boats racing in classes G, B and C will be handicapped by the TCF system using the current numbers issued. Any adjustment in a handicap number is not grounds for redress. This changes RRS 62.
16. **RADIO COMMUNICATIONS:** All boats in classes other than T, R and K 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. 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 62. 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.
17. **PROTESTS:** The protest time limit is 1830.
18. **PENALTIES:** As permitted by RRS 44.1 the two turns penalty is replaced by the one turn penalty.
19. **LOCAL VARIATIONS:**
  - 19.1 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.
  - 19.2 Caution should be exercised whilst sailing in designated mooring areas and in the vicinity of St Mawes Harbour. Any boat touching a moored vessel must retire or protest another boat.
  - 19.3 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.
  - 19.4 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.

**Prize Giving: Prizes will be presented as soon as possible after racing has finished at St Mawes Sailing Club, where a warm welcome, refreshments and bar will be available**