



Mylor Yacht Club

SAILING INSTRUCTIONS for the SAILTECH YTC REGATTA

1. RULES

- 1.1. Mylor Yacht Club (MYC) racing will be governed by:
 - 1.1.1 The Racing Rules of Sailing (RRS) 2021 – 2024 save where noted below.
- 1.2. RRS 44.1 is changed. The two turns penalty will be replaced by the one turn penalty.
- 1.3. RRS 62.1(a) is changed. Failure to hear or receive a VHF broadcast shall not be grounds for Redress.
- 1.4. The respective rules of the Falmouth Working Boat, Falmouth Gaffer, St Mawes One Design classes and the local Shrimper 19 class state 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.'

2. NOTICES TO COMPETITORS AND CHANGES TO SAILING INSTRUCTIONS

- 2.1. Notices to competitors will be posted on the MYC Website.

3. SIGNALS MADE ASHORE

- 3.1. There will be no flag signals made from ashore. All signals will be communicated by the Race Officer on VHF Channel 6.

4. RACING WHILST OBSERVING GOVERNMENT CORONAVIRUS (COVID-19) GUIDANCE

- 4.1. Skippers are responsible for managing their own COVID 19 risk and that of any crew, in compliance with current Government Restrictions and Guidance.

5. CLASSES AND SCHEDULE OF RACES

- 5.1. The YTC Fleet will be split into three classes: Shrimper/Slow Handicap with YTC number 1151 or above; the Medium Handicap Fleet with a YTC number between 1000 and 1150; and a Fast Handicap fleet with a YTC number of 999 or less.
- 5.2. The event will comprise three races back- to-back for each fleet

YTC	Class	Warning Signal	Start Time
1151 +	Shrimper/Slow Handicap	1025	1030
1000- 1150	Medium Handicap	1030	1035
999 and below	Fast Handicap	1035	1040

6. STARTING SEQUENCE

- 6.1. No flag signals will be used. All signals will be made by VHF on Channel 6.
- 6.2. A sound signal will be made 5 minutes before the starting sequence. A warning signal will be made 5 minutes before each class start to initiate the standard 5-4-1-0 sequence. The starting signal for the class will also serve as the warning signal for the next class. Signals will be made by VHF Channel 6. This changes RRS 26.

- 6.3. The Start will be from a Committee Boat anchored broadly between Mylor Yacht Harbour and St Just, and displaying an orange flag. The Start Line will be between a mast on the Committee Boat and a Yellow Pillar Buoy.
- 6.4. Competitors should keep clear of the starting area until their warning signal .
- 6.5. The Race Officer will alert any boat deemed to be over the line at their start as soon as is practicable on the race communications VHF Channel 6. That boat will be required to dip back over the start line in order to continue the race .

7. ENTRY AND IDENTIFICATION

- 7.1. A boat will only count as a entrant if a completed online 2021 racing entry has been made to a PoFSA accredited Yacht/Sailing Club, and the boat has also obtained a 2021 YTC Handicap at least 48 hours prior to the start of the regatta.
- 7.2. Entrants are requested to email Racing@myloryachtclub.org.uk to confirm that they are intending to race in the YTC Regatta by 2000 on Thursday 9 September, providing their boat name and sail number; YTC number; and home club.
- 7.3. The number of entrants and their YTC numbers may result in an amendment to the Sailing Instructions that changes the division between the Slow, Medium and Fast Fleets.
- 7.4. When entering the Race Area, boats should contact the Race Officer on VHF Channel 6 and confirm both their intention to race and their YTC handicap.

8. COURSES AND MARKS

- 8.1. Courses will be selected from marks appearing on the 2021 MYC Course Card.
- 8.2. The chosen course for the Class will be communicated shortly before the commencement of the warning signal and immediately following the start of the Preparatory period solely by radio on Channel 6.
- 8.3. The Course Card lists the approximate positions of the marks of the courses. Further information regarding their location may be obtained by radio from the Race Officer
- 8.4. Competitors should note that on Saturday 11 September, LW in the Carrick Roads is at 1524 with only 0.40m above CD.

9. GATE (If Used)

- 9.1. The gate is the same as the start line.
- 9.2. Boats must pass through the gate in the direction from the previous mark.
- 9.3. Boats must not pass through the gate/finish line unless they are on a leg of the course requiring them to do so.

10. FINISHING LINE

- 10.1. The finish line for each Class will be announced by the Race Officer on Channel 6 and will either be the same as the start line, or if shortened, will be between a mark of the course as it is rounded, and a Safety RIB standing off.
- 10.2. Where boats are finished other than at the start line, the finish line will be by passing the finishing mark on the same side as previously rounded.
- 10.3. Boats that have finished should clear the line as soon as possible and keep clear of boats that are racing (RRS 22.1).

11. SHORTENED COURSE

- 11.1. See finishing line above.

12. COMPETITORS RETIRING

- 12.1. Competitors shall promptly call the Race Officer on VHF Channel 6.
- 12.2. Competitors retiring without adhering to this procedure will be scored as if they were "DNC". This changes RRS A5.

13. TIME LIMIT

- 13.1. Boats failing to finish within 30 minutes of the first boat in their class will be scored DNF (Did Not Finish).

14. SCORING

- 14.1. The low points system of scoring shall apply.
- 14.2. A minimum of 1 race is required to be completed to constitute a series.
- 14.3. A boat's series score shall be the sum of her race scores. This changes RRS A2.1

15. RESULTS

- 15.1. Results will be posted on the MYC website as soon as practicable after racing.

16. PROTESTS

- 16.1. Where possible, any dispute should be resolved immediately by one 360° Penalty Turn.
16.2. Where this is not possible, any boat wishing to make a protest in any of the races shall a) notify the Race Officer on VHF Channel 6 at the earliest opportunity after finishing the race in question and b) submit a protest form to the Race Office located in the Chart Room at Mylor Yacht Club within the Protest Time Limit.
16.3. Protest forms are available in the Chart Room at Mylor Yacht Club.
16.4. Protest hearings are unlikely to be heard on the day of the race. In the event of a protest, the Prizegiving will be suspended.

17. PRIZES AND PRIZEGIVING

- 17.1. Prizes will be awarded on the Terrace or in the Clubhouse at Mylor Yacht Club as soon as is practicable at the conclusion of the racing on Saturday 11 September.

18. AREAS THAT ARE OBSTRUCTIONS

- 18.1. Commercial Shipping. Vessels constrained by their size or draught from moving exclusion zones which competitors are to treat as obstructions. The exclusion zone extends 100m on all sides of the vessel and includes tugs and pilot boats. No competitor is to enter the exclusion zone and if becalmed may use their engines or other means of propulsion in accordance with RRS 42.3(h). Competitors who unnecessarily interfere with commercial shipping bring the sport into disrepute and risk protest by the Sailing Committee under RRS 69. A complaint by the Harbour Authority will automatically lead to a disqualification.
18.2. Divers. Competitors shall not enter a two boat length zone around any of the following: a dive boat flying International Code flag "A", an orange pillar indicating a diver beneath the surface or a diver on the surface. All are to be treated as obstructions.
18.3. Harbour Restrictions. No boat when racing shall enter the mooring areas off Mylor, Loe Beach and St Just. The areas are bounded by the outer moorings, or boats moored thereon, and are designated as continuous obstructions.

19. NAVIGATIONAL INFORMATION

- 19.1. Carlys Rocks. Competitors should be aware of the rocks in the vicinity of Carrick buoy and other shallows presenting a risk of grounding.
19.2. Water ski areas. Competitors should be aware of the two water ski areas off the Roseland shore, presenting a risk of close quarter situations with water skiers and their towing boats.

20. RISK STATEMENT

- 20.1. Competitors are reminded of Rule 4 in the Racing Rules of Sailing 2021 – 2024.
20.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part, each competitor agrees and acknowledges that:
20.2.1 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 whilst taking part in the event, particularly at this time when all need to observe the current COVID-19 guidance.
20.2.2 They are responsible for the safety of themselves, their crew, their boat, and their other property, whether afloat or ashore.
20.2.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
20.2.4 Their boat is in good order, equipped to sail in the event and they are fit to participate.
20.2.5 The provision by MYC of a very limited, shore based race management team, patrol boats and other officials and volunteers does not relieve competitors of their own responsibilities.
20.2.6 The provision of any patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

21. INSURANCE

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