



## Mylor Yacht Club

# K6 National Championship 2022

Friday 16 to Sunday 18 September 2022

## SAILING INSTRUCTIONS

**The Organising Authority (OA) is the Mylor Yacht Club (MYC)**

The notation (DP) in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation (NP) in a rule of the Sailing Instructions means that a boat may not protest another boat for breaking this rule. This changes RRS 60.1(a)

### 1. RULES

- 1.1. Racing will be governed by the rules as defined in *The Racing Rules of Sailing* including the Royal Yachting Association (RYA) prescriptions and the K 6 Class Rules.

### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 hours on the day before it will take effect.

### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board on the event website <https://myloryachtclub.org.uk/k6-national-championships-16th-to-18th-september-2022/>  
A hard copy will also be posted in Mylor Yacht Club.
- 3.2. Communications will be made by the Race Management Team on board the Committee Boat both by flag and using VHF Channel 77 (or Channel 69 as an alternative to be announced.)

- 3.3. (DP) While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile telephones.
- 3.4. A broadcast-only WhatsApp group will be used, providing notifications and Race Committee (RC) communications on <https://chat.whatsapp.com/JyQn30HQ0eP9vbbkeXO7IV>
- 3.5. Failure to receive WhatsApp messages shall not be grounds for redress. This changes RRS 62.1(a).

#### 4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

#### 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the signals mast at Mylor Yacht Club.
- 5.2. When AP is displayed ashore, 1 minute is replaced with not less than 45 minutes in Race Signals.

#### 6. SCHEDULE

- 6.1 There will be an opportunity for competitors to familiarise themselves with the sailing area with a fun or practice race on Thursday 15 September from approximately 1500hrs. This will not count towards the National Championship.
- 6.2 Registration will be at Mylor Yacht Club between 1900 and 2000 on Thursday 15 September and between 0930 and 1030 on Friday 16 September.
- 6.3 A competitors briefing will be held at 1030 on Friday 16 September in the Clubhouse or on the Terrace at Mylor Yacht Club.
- 6.4 Dates and Number of Races:

Date	No of Races		Time
Thursday 15 September		Familiarisation/Practice	1500
Friday 16 September		Competitors Briefing	1030
	Up to 3 race	First Warning signal	1325
Saturday 17 September	Up to 3 races	First Warning signal	1125
Sunday 18 September	Up to 3 races	First Warning signal	1025
	Prize Giving	ASAP after racing	

- 6.5 It is the intention to run up to nine races over three days with up to three races on any one day, depending upon prevailing and forecast weather and conditions.
- 6.6 To alert boats that a race will soon begin, the Orange Alert flag will be displayed on the Committee Boat with one sound at least 5 minutes before a warning signal is made.
- 6.7 On the last scheduled day of racing no warning signal will be made after 1500.

#### 7. CLASS FLAGS

- 7.1 The class flag will be the K6 Class Flag or Numeral Pennant 6

#### 8. RACING AREA

- 8.1 Racing will take place within the Carrick Roads, and weather permitting, within Falmouth Bay.

## **9 THE COURSES**

- 9.1 The course diagrams and configurations are shown in Appendix A.
- 9.2 No later than the warning signal, the Committee Boat will display the course to be sailed and the approximate bearing of the first leg.
- 9.3 If a course is shortened such that the finish is at the leeward end of the course, then the finish line will be that defined in the finishing section 14. This changes RRS 32.2

## **10 AREAS THAT ARE OBSTRUCTIONS**

- 10.1 Commercial Shipping. Vessels constrained by their size or draft form 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 any means of propulsion to move out of the way. This should be sufficient only to leave the exclusion zone by the shortest possible route and offer the competitor no significant advantage in the race.
- 10.2 Divers. Exclusion zones extend 25m around a dive vessel displaying code flag A, an inflated orange buoy marking a diver just under the surface, and a diver on the surface. A boat shall not enter the 25m zone.

## **11 THE START**

- 11.1 The starting line will be between the mast on the Committee Boat displaying an Orange Alert flag at the Starboard end of the start line and a yellow pillar buoy at the Port end.
- 11.2 The start will be in accordance with RRS 26.
- 11.3 A boat that does not start within 5 minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes RRS 63.1, A4 and A5.
- 11.4 Individual recalls will be broadcast on Channel 77 as soon as practicable. Boats advised that they are On Course Side (OCS) may dip back over the start line in order to restart.
- 11.5 Postponement and abandonment signals on the water will also be broadcast on the Race Management Channel 77.

## **12 MARKS**

- 12.1 Marks 1, and 2 will be large yellow cylinder buoys. Replacement windward buoy will be an orange cylinder.
- 12.2 Any change of course will be signalled in accordance with RRS.
- 12.3 The finish line will be between the Committee Boat and a buoy displaying a blue flag.

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

- 13.1 To change the next leg of the course the race committee may lay a new mark (Orange cylinder buoy) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **14 THE FINISH**

- 14.1 The Finish line will be between the mast on the Committee Boat and a buoy displaying a blue flag at the Port end of the finish line.
- 14.2 (NP) After finishing, boats shall not re-cross the finishing line and shall keep clear of boats still racing.
- 14.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored according to their position on the course. This changes RRS 35, A4 and A5. Boats finished in this way will be advised by a race committee or safety boat using flag W with one sound signal and should stop racing and return to the start area.

## **15 PENALTY SYSTEM**

15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One Turn Penalty.

## **16 TIME LIMITS**

16.1 The time limit will be 20 minutes after the first boat to finish. The target time for the first boat will be 50 minutes.

16.2 Failure to meet target times will not be grounds for redress. This changes RRS 62.1(a)

## **17 HEARING REQUESTS**

17.1 The Protest Time Limit is 60 minutes after the last boat has finished the last race of the day of racing or after all racing is abandoned or postponed for the day.

17.2 Hearing request forms are available from the foyer of the Club or the RYA website.

17.3 After completing a Protest Form/Application for Redress as legibly as possible, the Protest/Applicant shall

17.3.1 If they wish, cover any personal data such as Email address/phone numbers.

17.3.2 Photo/scan the form (ensuring that it is in focus as much as possible)

17.3.3 Upload the photo/scan to the event competitors WhatsApp group.

17.4 Such upload when visible shall be evidence of date/time lodgement of the form.

17.5 Notices of hearings will be posted on the event WhatsApp group, including the date/time of the hearing and the place and/or method of hearing.

17.6 Hearings may be held in person on Club premises or by Zoom meeting, email or a combination of any of these.

17.7 Results of hearings will be posted on the event competitors WhatsApp group.

## **18 SCORING**

18.1 Appendix A applies except where changed in 18.3 below.

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

18.3 RRS A2.1 Series Scores is changed to read as follows:

- When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- When four races have been completed, a boat's series score will be the total of her race score excluding her worst score.
- When five to nine races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

## **19 SAFETY REGULATIONS.**

19.1 (DP) All boats are required to check in with the Race Committee before the warning signal on the first race of each day by passing the starboard side of the race committee boat.

19.2 (DP) A boat that retires from a race shall notify the race committee as soon as possible.

19.3 RRS 40.1 applies – personal flotation devices will be worn at all times whilst afloat.

## **20 REPLACEMENT OF CREW OR EQUIPMENT**

20.1 Substitution of competitors will not be allowed without the prior written approval of the race committee.

20.2 Substitution or damaged or lost equipment will not be allowed without the written approval of the race committee. Requests shall be made at the first reasonable opportunity.

## **21 EQUIPMENT AND MEASUREMENT CHECKS**

21.1 See NoR 10

## **22 SUPPORT TEAMS**

22.1 Support teams are not permitted.

## **23 PRIZES**

23.1 See NoR 23. The Prizegiving will be held as soon as practicable at Mylor Yacht Club after the conclusion of racing on Sunday 18 September.

## **24 RISK STATEMENT**

24.1 RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone". Sailing by its nature is 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 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 or information produced for the venue or event and to attend any safety briefing held for the event.

## **25 INSURANCE**

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

## Appendix A - Course Diagrams

<b>WL</b>	<b>Windward – Leeward with reaching finish All marks to Port</b>
<b>Signal</b>	<b>Mark Rounding order</b>
<b>WL 1</b>	<b>Start – 1 – 2 – Finish</b>
<b>WL 2</b>	<b>Start – 1 – 2 – 1 – 2 – Finish</b>
<b>WL 3</b>	<b>Start – 1 – 2 – 1 – 2 – 1 – 2 -Finish</b>

