

Mylor Yacht Club



SAILING INSTRUCTIONS

for the

MYLOR YACHT HARBOUR FIVE CREEKS/LAYING UP RACE

Sunday 25 SEPTEMBER 2022

LW 12.18 BST 0.90m

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.

2. NOTICES TO COMPETITORS AND CHANGES TO SAILING INSTRUCTIONS

2.1. Notices to competitors will be posted on the MYC website.

2.2. Changes to sailing instructions will be posted before 2000 on the day before it takes effect.

3. SIGNALS MADE ASHORE

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

3.2. The Race Officer may be located on the Safety RIB, or on a participating boat.

4. ENTRY AND IDENTIFICATION

4.1. As boats enter the starting area they should contact the Race Officer on Channel 6 to provide their boat name, sail number, YTC number, and confirm their intention to race.

4.2. Boats may use spinnakers but must declare the appropriate YTC number

5. SCHEDULE OF RACE AND CLASSES

5.1. There will be one class for this race, but to avoid congestion on the start line, the fleet will be split into 3 sections – Shrimpers; Slow Handicap with a YTC of 1151 or above; and Medium/Fast Handicap with YTC numbers of 1150 and below.

5.2. Shrimpers will start first.

Classes	Warning Signal	Start Time
Shrimpers/Gaffers	1045	1050
Slow Handicap	1050	1055
Medium/Fast Handicap	1055	1100

6. RACE AREA

6.1. The race area will be the Carrick Roads, from Black Rock to Turnaware.

7. STARTING SEQUENCE

- 7.1. A warning signal will be sounded 10 minutes before the starting sequence. A preparatory signal will be made 5 minutes before each class start, which will 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. All signals will be made by VHF Channel 6. This changes RRS 26.
- 7.2. The Start will be from a Committee Boat displaying an orange flag. The Start Line will be between the mainmast of the Committee Boat and a Yellow Pillar Buoy.
- 7.3. Competitors should keep clear of the starting area until their warning signal is sounded.
- 7.4. 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.

8. FINISHING LINE

- 8.1. The finishing line will be the same as the Start Line and boats finishing may cross this line from any direction. Competitors should be aware that this may give rise to situations where boats meet in opposite directions.
- 8.2. Following the Start, boats should not cross the Finish Line in either direction until all marks have been rounded and the boat intends to finish.
- 8.3. Boats that have finished should clear the line as soon as possible and keep clear of boats that are racing (RRS 23.1).

9. COURSE

- 9.1. Competitors are to start in a windward direction and then are to round the following marks in any order, before proceeding to the finish:
 - 9.1.1. SKB Sails, (Cn). A yellow spherical POFSA mark, at approximately 50°08.73'N 005°01.22'W.
 - 9.1.2. Penrose Sailmakers, (T). A yellow conical with X topmark, at approximately 50°09'.7N 005°03'.0W.
 - 9.1.3. St Just, (J). A port lateral mark, at approximately 50°10'.44N 005°01'.72W.
 - 9.1.4. Pill, (Pill). A starboard lateral mark, at approximately 50°12'.1N 005°02'.46W.
 - 9.1.5. MYC Restronguet Buoy, (Re). A yellow spherical buoy, at approximately 50°11'.80N 005°02'.80W
- 9.2. Marks may be rounded in either direction but must be passed on the side furthest from the North Bank port lateral mark. Competitors should be aware that this may give rise to mark rounding situations where boats meet in opposite directions. In such situations the Racing Rules of Sailing will apply.

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. Commercial Shipping. Competitors must comply with the requirements detailed in the Notice of Race, which includes the limited use of engines where RRS 42.3 applies.
- 10.2. 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.
- 10.3. Harbour Restrictions. After the preparatory signal, no boat shall enter the moorings 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.

11. NAVIGATIONAL INFORMATION

- 11.1. Carlys Rocks. Competitors should be aware of the rocks in the vicinity of Carrick buoy and other shallows presenting a risk of grounding.
- 11.2. Lugo Rock. Competitors shall pass to the south of St Mawes Cardinal Buoy (Lugo rock buoy).
- 11.3. 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. Water ski Towing Boats have right of way over sailing boats in these areas.

12. RESULTS

- 12.1. Results will be calculated using the YTC numbers and elapsed time and displayed on the MYC website and notice board as soon as practicable after racing.
- 12.2. Prizes will be awarded at a future date.

13. RISK STATEMENT

- 13.1. Competitors are reminded of Rule 4 in the Racing Rules of Sailing 2021-2024.
- 13.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the events listed in this Notice of Race, each competitor agrees and acknowledges that:
 - 13.2.1. 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 any current COVID-19 guidance.
 - 13.2.2. They are responsible for the safety of themselves, their crew their boat and their other property whether afloat or ashore.
 - 13.2.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
 - 13.2.4. Their boat is in good order, equipped to sail in the event and they are fit to participate.
 - 13.2.5. The provision by Mylor YC of a race management team, patrol boats and other officials and volunteers does not relieve them of their own responsibilities.
 - 13.2.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

14. INSURANCE

- 14.1. 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.