

Mylor Yacht Club



SAILING INSTRUCTIONS

for the

Mylor Chandlery and Rigging Saturday Series, BT Marine (Electronics) Evening Series; the Mylor Yacht Harbour Cups Race; Mylor Chandlery and Rigging Sunday Series; and Castaways Evening Series

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.

1.1.2 For the purposes of the definition of 'Start' and 'Finish' the term 'hull' includes a boat's bowsprit (where fitted) in its normal position.

2. NOTICES TO COMPETITORS AND CHANGES TO SAILING INSTRUCTIONS

2.1. Notices to competitors will be posted on the Racing Section of 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. SCHEDULE OF RACES

4.1. The two Mylor Chandlery and Rigging Series will both comprise two races a day over 3 weeks starting on Saturday 20 April and Sunday 7 July respectively.

Mylor Chandlery and Rigging Saturday Series	Mylor Chandlery and Rigging Sunday Series
Saturday 20 April	Sunday 7 July
Saturday 27 April	Sunday 14 July
Saturday 4 May	Sunday 21 July

4.1. The two Friday Evening Series, each over 6 weeks, and standalone Cups Race will each comprise one race a day.

BT Marine (Electronics) Series	Mylor Yacht Harbour Cups Race	Castaways Series
10 May	28 June	12 July
17 May		19 July
24 May		26 July
31 May		2 August
7 June		9 August
21 June		23 August

- 4.1. Shrimpers and any Gaffers will start first in H Class; followed by the Slow Handicap Yachts in Q Class; and then finally by the Medium and Fast Handicap Yacht sailing together in W/E Class.

Flag	Class	Sat/Sun	Sat/Sun	Friday Evening	Friday Evening
		W/Signal	Start	W/Signal	Start
H	Shrimpers	1025	1030	1820	1825
Q	Slow Handicap	1030	1035	1825	1830
WE	Medium/Fast Handicap	1035	1040	1830	1835

5. STARTING SEQUENCE

- 5.1. A preparatory signal will be sounded 10 minutes before the starting sequence. A warning 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.
- 5.2. 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.
- 5.3. Competitors should keep clear of the starting area until their warning signal is sounded.
- 5.4. 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.

6. ENTRY AND IDENTIFICATION

- 6.1. A boat will only count as a starter if a completed online entry has been made, and has also obtained a 2024 YTC Handicap at least 48 hours prior to the start of the race they are entering.
- 6.2. All boats shall fly their class identification flag from their backstay or leech of the mainsail.

7. COURSES AND MARKS

- 7.1. Courses will be selected from the 2024 MYC Course Card or from marks on the Course Card at the Race Officer's discretion.
- 7.2. The chosen Course for the Class will be communicated immediately following the start of the Preparatory period solely by radio on Channel 6.
- 7.3. 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. GATE (If Used)

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

9. FINISHING LINE

- 9.1. The finish line will either be the same as the start line, or at a mark of the course monitored by a Safety RIB standing off.
- 9.2. Where boats are finished other than at the start line; the finish line will be by passing between the finishing mark on the same side as it would have been rounded, and the Safety RIB.
- 9.3. Boats that have finished should clear the line as soon as possible and keep clear of boats that are racing (RRS 22.1).

10. SHORTENED COURSE

- 10.1. See finishing line above.

11. COMPETITORS RETIRING

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

12. TIME LIMIT

12.1. Subject to any discretion exercised by the Race Officer, boats failing to finish within 30 minutes of the first boat in their class will be scored DNF (Did Not Finish).

13. SCORING

13.1. The low points system of scoring shall apply.

13.2. For the series, two races are required to constitute a series.

13.3. A boat that did not come to the starting area (DNC) shall be scored points for the finishing place one more than the number of boats in the series. This changes RRS A5. A boat that does not finish (DNF) shall be scored one more than the number of boats in the race.

When a skipper (as named on the Entry Form) or crew undertakes a race committee duty, safety boat coxswain or safety boat crew, or provides the committee boat, then their boat will be given a score equal to their average of their race scores and discarded scores in that series. They will not be counted as starters in that race. DNC scores will not be considered in the calculation and no boat will be eligible for this concession more than once per series. For all skippers, if their boat races without them the boat's score will count. This changes RRS A4 and A5.

13.4. DISCARDS – in the Saturday/Sunday series no discards will be applied where only four races or less are run. One discard can be applied where five races are run and two discards can be applied where six races are run. In the Friday Evening Series, similarly no discards will be applied where only four races or less are run, and only one discard can be applied after five or six races. This should result in those volunteering for race committee duties not being disadvantaged in the Saturday and Sunday series.

14. RESULTS

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

15. PROTESTS

15.1. Where possible, any dispute should be resolved immediately by one 360° Penalty Turn.

16. PRIZES AND PRIZEGIVING

16.1. Where practicable, prizes will be awarded in the Clubhouse at the conclusion of each of the Series. Trophies will be awarded at the end of the season.

17. AREAS THAT ARE OBSTRUCTIONS

17.1. 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 initiate a protest hearing.

17.2. 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.

17.3. 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.

18. NAVIGATIONAL INFORMATION

18.1. Carlys Rocks. Competitors should be aware of the rocks in the vicinity of Carrick buoy and other shallows presenting a risk of grounding.

18.2. 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.

19. RISK STATEMENT

19.1. Competitors are reminded of Rule 4 in the Racing Rules of Sailing 2021 – 2024.

19.2. 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:

- 19.2.1 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.
 - 19.2.2 They are responsible for the safety of themselves, their crew, their boat, and their other property, whether afloat or ashore.
 - 19.2.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
 - 19.2.4 Their boat is in good order, equipped to sail in the event and they are fit to participate.
 - 19.2.5 The provision by MYC of a race management team, patrol boats and other officials and volunteers does not relieve competitors of their own responsibilities.
 - 19.2.6 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.
- 19.3. 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.