

SUNBEAM CHAMPIONSHIPS

Friday 3rd – Sunday 5th September 2021
Organising Authority (OA): St Mawes Sailing Club
in conjunction with the Sunbeam Association

SAILING INSTRUCTIONS

Abbreviations:

[NP] - A breach of this rule will not be grounds for protest by a boat.

[DP] - Rules for which the penalties are at the discretion of the protest committee.

1. RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

- RRS 37 and 54 are deleted

Other changes to the racing rules are described in the relevant sailing instruction.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted to the StMSC Noticeboard and copied to the class website. Competitors will be alerted to notices via the class WhatsApp group. Failure to receive an alert shall not be grounds for redress. This changes RRS 62.1(a).

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Except as provided in SI 3.2, any change to the sailing instructions will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3.2 Routine information contained in these SI, e.g. mark descriptions, may be changed by an announcement on marine VHF channel **77**. An announcement shall be introduced as such and shall identify the SI being changed. Failure to receive this information shall not be grounds for redress. This changes RRS 62.1(a).

4. SIGNALS MADE ASHORE

No signals will be made ashore. Announcements of postponement or abandonment will be made by WhatsApp.

5. SCHEDULE OF RACING AND OFFICIAL FUNCTIONS

5.1 Schedule

| Date | Activity | Time | Low Water |
|-------------------------|--------------------------------|-------------------------------|-----------|
| Fri 3 rd Sep | Three races back-to-back | No warning signal before 1055 | 0933 1.9m |
| | Prize-giving at St Mawes Hotel | After racing | - |
| Sat 4 th Sep | Three races back-to-back | No warning signal before 1055 | 1032 1.5m |
| | Prize-giving at St Mawes Hotel | After racing | - |
| Sun 5 th Sep | Two races back-to-back | No warning signal before 1055 | 1122 1.2m |
| | Prize-giving at St Mawes SC | After racing | - |

- 5.2 One extra race may be sailed on Sunday to compensate for a race not completed on Friday or Saturday.
- 5.3 The warning signal for each succeeding race will be made as soon as practicable. To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound approximately five minutes before a warning signal is displayed.
- 5.4 No warning signal will be made after 1500 on Sunday.

6. CLASS FLAG

The class flag displayed at the warning signal will be international code flag "V".

7. RACING AREAS

- 7.1 Racing will take place in Falmouth Bay or adjacent waters to the east. If conditions in the Bay are unsuitable, racing may be held within the Fal estuary (see addendum A).
- 7.2 The normal course will be area 1. If conditions dictate e.g. wind, sea state, commercial shipping, then either area 2 or area 3 will be used, and an announcement will be made on VHF 77 and an official vessel, or vessels, will direct boats to the appropriate area.

8. THE COURSE

- 8.1 Courses will be windward / leeward (WL). The diagram in addendum B shows the course, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 The course selected will be signalled by VHF 77.
- 8.3 Shortening the course. If the race committee signals by VHF 77 a shortened course as boats approach Mark 2 then boats shall round Mark 2 and proceed to the finish line. This changes RRS 32.2.

9. MARKS

- 9.1 Marks 1 and 2 will be orange conical inflatable buoys.
- 9.2 Mark 1a will be a yellow inflatable pillar buoy.
- 9.3 The mark at the starboard end of the start line will be the race committee signals vessel. The mark at the port end will be a yellow conical inflatable buoy.
- 9.4 The finish line marks will be the race committee signal vessel at the starboard end and a yellow spherical plastic buoy at the port end.

10. AREAS THAT ARE OBSTRUCTIONS [NP][DP]

- 10.1 Commercial and naval shipping. Areas around commercial and naval vessels under way and constricted in their ability to manoeuvre or constrained by their draft are designated as moving exclusion zones. Such exclusion zones extend to 100m on all sides of the vessel and around any tugs, pilot/harbour authority boats and official boats escorting the vessel. A boat shall not enter the exclusion zone, and, if becalmed, shall use any method of propulsion to move out of the way. This shall only be sufficient to move out of the exclusion zone by the safest possible route and shall not offer the boat significant advantage in the race.
- 10.2 Diving activity. Exclusion zones extend 25m around a dive boat displaying international code flag "A", an orange pillar mark indicating a diver beneath the surface, and a diver on the surface. A boat shall not enter the exclusion zone.

11. THE START

The starting line will be between a staff displaying an orange flag on the mark at the starboard end, and the course side of the mark at the port end.

12. CHANGE TO THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark. The change will be signalled on VHF 77. This changes RRS 33.

13. THE FINISH

The finishing line will be between a staff displaying an orange flag on the mark at the starboard end and the course side of the mark at the port end.

14. PENALTY SYSTEM

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

15. TIME LIMITS AND TARGET TIMES [NP]

15.1 Time limits and target times are as follows:

| Target time | Mark 1 time limit | Time limit | Finish window |
|-------------|-------------------|------------|---------------|
| 50-60 mins | 40 mins | 90 mins | 20 mins |

15.2 If no boat has passed Mark 1 within the Mark 1 time limit, then the race shall be abandoned. This changes RRS 35.

15.3 Boats failing to finish within the stated finish window after the first boat sails the course and finishes will be scored DNF. This changes RRS 35, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 In addition to the requirements of RRS 61, any boat intending to make a protest arising from an incident in any race shall notify the race officer on VHF **77** at the earliest opportunity after finishing the race in question AND submit a protest form into the "Completed/Submitted Protest Forms" envelope on the StMSC noticeboard, unless the daily prize-giving in St Mawes has been abandoned in which case see SI 16.6.

16.2 The protest time limit is 2 hours after the last boat has finished the last race of the day or the race committee signals no more racing, whichever is later. The actual time of this limit will be broadcast on WhatsApp.

16.3 The same protest time limit applies to protests by the race committee and protest committee, and to requests for redress.

16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

16.5 Within 30 minutes after the protest time limit, notices will be posted on the StMSC noticeboard to inform competitors and race officials of hearings in which they are named as parties or witnesses. Hearings will be heard in the protest room located at StMSC beginning at the time posted.

16.6 If a daily prize-giving in St Mawes is not held for any reason then protest forms shall be submitted to the RCYC sailing office within the time limit. Plans to hold hearings at StMSC will be announced by WhatsApp.

16.7 Breaches of SIs marked [NP] will not be grounds for protest by a boat. This changes RRS 60.1(a).

16.8 Penalties for breaches of SIs marked [DP] or of class rules are at the discretion of the protest committee.

16.9 A boat may accept a discretionary penalty for the breaches stated in SI 16.8 before a hearing concerning the same incident by submitting a request to the protest committee.

16.10 Adding to RRS 66, if all racing is abandoned ashore on the last scheduled day of racing a request to reopen a hearing shall be delivered no later than 30 minutes after the abandonment is posted to WhatsApp.

17. SCORING

17.1 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes RRS A4 & A5.

17.2 Eight races are scheduled. A minimum of 4 races shall be completed to constitute the championship.

17.3 When fewer than 4 races are completed, no race shall be excluded.

- 17.4 When 4 to 7 races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- 17.5 When 8 races have been completed, a boat's series scores shall be the total of her race scores excluding her worst and second worst scores.
- 17.6 To request correction of an alleged error in posted race or series results, a boat shall post a message to the class WhatsApp group.

18. SAFETY REGULATIONS [DP][NP]

- 18.1 The race committee will protest a boat for a breach of these safety regulations.
- 18.2 Boats not leaving the harbour for a scheduled race shall promptly notify the race officer (07779 513591 or 07528 573669).
- 18.3 On arrival in the racing area, boats shall sail closely to the race committee signals vessel, clearly showing their sail numbers.
- 18.4 A boat that retires from racing shall notify the race committee before leaving the racing area, or if that is not possible, shall notify the race officer as soon as possible after returning ashore.
- 18.5 All boats shall maintain a listening watch on VHF 77.

19. REPLACEMENT OF CREW OR EQUIPMENT

There is no restriction on the substitution of competitors or damaged/lost equipment.

20. EQUIPMENT AND MEASUREMENT CHECKS [DP]

Boats and equipment may be inspected at any time during the regatta for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

21. OFFICIAL VESSELS

- 21.1 The race committee signals vessel will be the white sloop *Melkin*.
- 21.2 Mark-layers will be marked with the letters "StMSC" on the hull.

22. SUPPORT BOATS [DP]

- 22.1 Except when asked to assist by the race committee, or to rescue a competitor who is ill, injured or in danger, support boats shall remain more than 50 metres from the course area from the preparatory signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 22.2 Support boats shall comply with any reasonable request from a race official.

23. HAUL-OUT RESTRICTIONS [DP]

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. Requests to haul-out shall be made at the first reasonable opportunity in writing on a form available from the race office.

24. DIVING EQUIPMENT AND PLASTIC POOLS [DP]

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.

25. RADIO COMMUNICATION [DP]

- 25.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 25.2 The race committee will use VHF 77 to make announcements to competitors, including during the pre-start period. Failure to receive an announcement shall not be grounds for redress. This changes RRS 62.1(a).

26. PRIZES

Sunbeam Association prizes will be awarded in accordance with the NoR. The class association may award additional prizes depending upon the number of boats entered.

27. RISK STATEMENT

- 27.1** Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".
- 27.2** 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:
- (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 and omissions;
 - (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) 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) 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 and information produced for the venue or event and to attend any safety briefing for the event.
- 27.3** The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor set out in this notice of race.

28. INSURANCE

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

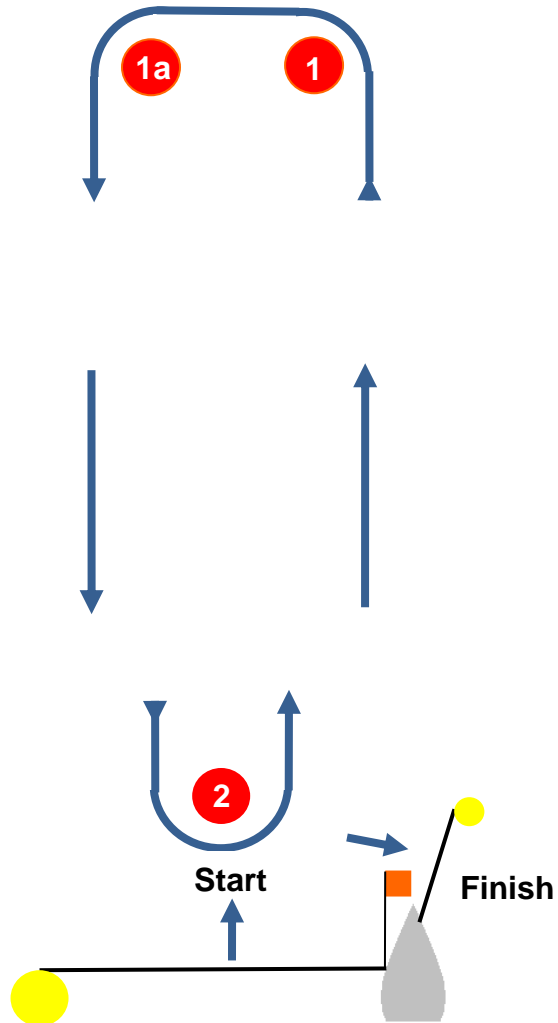
Addendum A

Indicative course areas



Addendum B

Course illustration and mark rounding order



| Course Signal | Mark Rounding Order |
|---------------|---|
| WL2* | Start - 1 - 1a - 2 - 1 - 1a - 2 - Finish |
| WL3** | Start - 1 - 1a - 2 - 1 - 1a - 2 - 1 - 1a - 2 - Finish |

* normal course

** likely course for area 3