



RCYC Events Ltd

RCYC TRINITY RACE

(an element of the COGS Offshore Series 2023)

Saturday 19th August to Monday 21st August 2023

Organising Authority (OA): RCYC Events Ltd¹, Falmouth, Cornwall

SAILING INSTRUCTIONS

1. RULES

- 1.1 The race will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* (RRS). Rules are changed as follows:
- RRS Part 2 shall not apply between the hours of local sunset and sunrise and shall be replaced by the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).
 - Other racing rules are changed as follows:

RRS	SI
26	4.2, 11.4
27	4.2, 11.4
29	4.2, 11.4
35	13
60.1(b)	11.4
62.1	2.2, 2.3, 3.2
A4.1	11.5

- IRC Rules 2021 Parts A, B and C, except RRS 22.4, will apply. There will be no limitations on crew number or weight.
- World Sailing Offshore Special Regulations, Category 3 with Category 2 life-raft, apply
- Local regulations will apply concerning safe navigation in close proximity of moorings, large vessels constricted in their ability to manoeuvre and dive vessels (see SI 10).

¹ RCYC Events Ltd. Registered office: Royal Cornwall Yacht Club, Falmouth, Cornwall TR11 2SP.
Registered in England and Wales No 07438291

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located on the RCYC website at www.royalcornwallyachtclub.org.
- 2.2. Race communications may be broadcast on VHF channel **72**. Failure to receive such broadcasts will not be grounds for redress. This changes RRS 62.1(a).
- 2.3. The race committee may use email, WhatsApp and SMS text to alert competitors to notices being posted. Failure to receive such alerts will not be grounds for redress. This changes RRS 62.1(a).

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Changes to the sailing instructions will be published on the official notice board before 0900 on Saturday 19th August.
- 3.2. Verbal changes on the water to these sailing instructions may be broadcast on VHF channel 72 during the 20 minutes before the start of each race. Failure to receive such broadcasts will not be grounds for redress. This changes RRS 62.1(a).

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore, including postponement and abandonment signals, will be displayed on the signals mast at the RCYC.
- 4.2. No signals, including starting signals, will be made at Pendennis Point. This changes RRS 26, 27 and 29.

5. SCHEDULE OF RACES

Date	Activity	Time	Location
Saturday 19 th August	IRC warning signal	1055	Start area
	YTC warning signal	1100	

6. CLASS FLAGS

Class flags shall be flown from backstay or mainsail leech as follows:

Class	Flags
IRC	IC "1" and "Z"
YTC	IC "E" and "Z"

7. RACING AREA

The start will be at Pendennis Point. The racing area will be the Cornish coast from Eddystone Rock to Wolf Rock.

8. THE COURSES

- 8.1. The course will be selected from the numbered courses below, and will depend on wind strength and direction. The course to be sailed will be broadcast by the race officer on VHF Ch 72 approximately 20 minutes before the start.

Course 1 (approx. 135 nm)	Course 2 (approx. 135 nm)
Hand Deeps (S), Eddystone Light (S), Wolf Rock Light (S), Finish	Wolf Rock Light (P), Eddystone Light (P), Hand Deeps (P), Finish

Course 3: Race Officer's choice
Marks to be announced by VHF

- 8.2. The rounding marks may have outlying rocks and reefs. Care in navigation should be observed at all times.

9. MARKS

Name	Description	Approximate Position
Eddystone Light	Lighthouse	50° 10'.84 N 004° 15'.94 W
Hand Deeps	West Cardinal buoy	50° 12'.68 N 004° 21'.10 W
Wolf Rock Light	Lighthouse	49° 56'.72 N 005° 48'.57 W

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. Mooring areas. Straight lines between the course sides of the mooring buoys (whether a vessel is attached or not) of the outer line on both sides of the fairway are designated as continuing obstructions: see the moorings exclusion chart at Attachment A.
- 10.2. Prior to racing and after boats have finished racing, no boat should navigate within any mooring areas as shown on the attached moorings exclusion chart, except that:
- When making way to the start line from their mooring or returning to their mooring after racing, and if necessary in order to avoid boats racing in the fairway, boats may navigate at reduced speed and with due caution inside the first row of moorings next to the fairway on the Falmouth side.
 - In addition, boats making way from a mooring on the Flushing side shall cross the fairway at right angles, or as near to right angles as practicable.
- 10.3. Merchant and naval shipping. Areas around merchant and naval vessels under way and constricted in their ability to manoeuvre are designated as moving exclusion zones. Such exclusion zones extend to 100m on all sides of the vessel and include tugs, pilot boats and safety boats escorting the vessel. No boat shall enter the exclusion zone, and, if becalmed, shall endeavour to use other means of propulsion to move out of the way. This should only be sufficient to move out of the exclusion zone, and the distance travelled should be the shortest necessary to keep clear. Competitors who unnecessarily interfere with shipping bring the sport into disrepute and risk reporting by the race committee under RRS 69 – Gross Misconduct. A complaint by the Harbour Authority will initiate a report by the race committee.
- 10.4. Diving activity. Exclusion zones extend 30m 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. No boat shall enter the exclusion zone.

11. THE START

- 11.1. The start line will be a line extending east from a transit formed by the orange triangle and the PoFSA signals mast on Pendennis Point at the west side of the entrance to Falmouth Harbour. Boats shall start by crossing from north to south. The line will be bounded at the port end by the Black Rock isolated danger mark, and at the starboard end by the shore.
- 11.2. Black Rock and the shoreline of Pendennis Point have outlying reefs. Competitors are advised to familiarise themselves with the extent of these reefs on the appropriate chart.
- 11.3. An attention signal comprising of one sound signal will be broadcast at 1050.
- 11.4. Starting sound signals and verbal commentary will be broadcast on VHF Ch. 72. This changes RRS 26, 27 and 29. Failure to hear or receive any of these broadcasts shall not be grounds for redress. This changes RRS 60.1(b).
- 11.5. A boat starting later than 20 minutes after her starting signal will be scored DNS. This changes RRS A4.1.

12. THE FINISH

- 12.1. The finish line will be the RCYC club line, defined by a transit line of the club signal mast and the red and white triangle behind. The line is limited at its port end by the outermost line of moorings and at its starboard end by Flushing New Quay.
- 12.2. **Boats are to note their finish time and submit it to the Race Officer by text or by leaving an answerphone message, on 07970 926409.** The text or message shall include the boat's name, sail number and the finish time.

13. TIME LIMIT

The time limit for all boats is 0800 on Monday 21st August. RRS 35 will not apply.

14. PROTESTS

Protest forms are available from the sailing office at the RCYC or may be downloaded from www.rya.org.uk, and shall be emailed to sailing@royalcornwallyachtclub.org by 0900 Monday 21st August. Hearings will be arranged as soon as possible.

15. SAFETY REGULATIONS

- 15.1. Competitors are reminded of their obligations under RRS Rule 1.1.
- 15.2. Any restrictions on radio communications in these sailing instructions does not relieve boats of their responsibility to maintain a proper radio watch at sea or to implement the correct distress and emergency communications when related to safety of crew, boat and others at sea. Competitors not adhering to this procedure may be subject to protest by the race committee.
- 15.3. All persons-in-charge shall confirm the boat name, sail number and declare the number of people on board via VHF Ch. 72 to the race officer no later than 20 minutes before the start. If the number of crew is less than a number declared beforehand then the person-in-charge shall identify the person or persons who is or are not present.
- 15.4. A boat that retires from the race or is unable to cross the finish line before the time limit shall notify the race officer or the race committee by text or by leaving an answerphone message on the following mobile telephone:
 - a. Race Officer. 07970 926409

16. EQUIPMENT AND MEASUREMENT CHECKS

The OA may inspect boats and equipment for compliance with the rules of the race. Inspections may take place in Falmouth before the start and after finishing. On the water a boat can be instructed by the race committee to proceed immediately to a designated area for inspection.

17. RADIO COMMUNICATION

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.

18. PRIZES

Prizes will be awarded for 1st, 2nd and 3rd places in each class. The organising authority may also award other prizes depending on the number of entries.

19. RISK STATEMENT

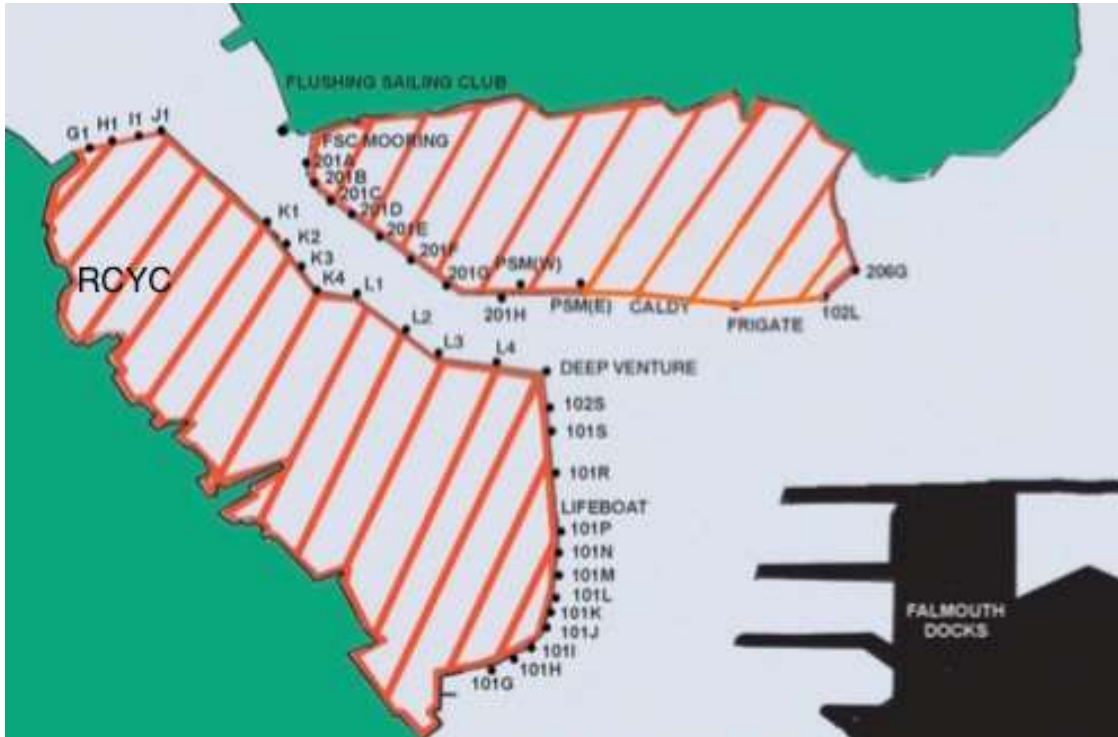
- 19.1.** RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 19.2.** Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, 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 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 and in any information produced for the venue or event and to attend any safety briefing held for the event;
 - h. They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- 19.3.** The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor set out in the notice of race and these sailing instructions.

20. 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. Competitors will be required to sign a declaration to this effect at registration.

ATTACHMENT A

MOORINGS EXCLUSION CHART



THE FOLLOWING SAILING INSTRUCTION HAS BEEN DISCUSSED AND AGREED WITH THE FALMOUTH HARBOUR MASTER.

Mooring areas. Straight lines between the course sides of the mooring buoys (whether a vessel is attached or not) of the outer line on both sides of the fairway are designated as continuing obstructions: see the moorings exclusion chart at Appendix above.

Prior to racing and after boats have finished racing, no boat should navigate within any mooring areas as shown on the attached moorings exclusion chart, except that:

- a. When making way to the start line from their mooring or returning to their mooring after racing, and if necessary in order to avoid boats racing in the fairway, boats may navigate at reduced speed and with due caution inside the first row of moorings next to the fairway on the Falmouth side.
- b. In addition, boats making way from a mooring on the Flushing side shall cross the fairway at right angles, or as near to right angles as practicable.