

International One Design

North Sea Cup 2010

4-5 September 2010

Organising Authority: St Mawes Sailing Club

Location: Carrick Roads/Falmouth Bay, Cornwall, UK

SAILING INSTRUCTIONS

1. Rules

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2009-2012* (as amended 1 January 2010).

2. Changes to Sailing Instructions

- 2.1. Changes to Sailing Instructions will be posted on the official notice board in the St Mawes Sailing Club by 9 am on each day of the regatta. Competitors will be notified of any changes verbally.

3. Schedule of races

- 3.1. On both days of the regatta, the warning signal for the first race is scheduled for 1025.
- 3.2. The warning signal for subsequent races will be as soon as possible after all competitors have finished the preceding race.
- 3.3. Four races are scheduled to be sailed on Saturday 4th and two races on Sunday 5th September.
- 3.4. After the second race on Saturday 4th September, crews will 'rotate' between boats. The time between the second and third races will therefore be extended to allow crews to familiarise themselves with their new boat.

4. The boats

- 4.1. The boats will be provided by the Organising Authority. Boats will be rotated after each pair of races in accordance with a rotation draw that will be held at the skippers' briefing.
- 4.2. Management of the boats rests with the Organizing Authority and decisions concerning the use of the spare boat will be made in conjunction with the Race Officer.
- 4.3. Boats will be raced "as is". The shrouds, jumpers and forestay shall not be adjusted in any way by a competitor. All other fittings or equipment designed to be adjusted may be adjusted within the limits provided. Competitors may not seek redress for errors or omissions of the organizing authority in preparing the boats.

- 4.4. As soon as possible after each pair or races, skippers shall deliver a damage report noting any damage or loss of equipment, however slight.

5. Sails

- 5.1. Competitors will use the same spinnaker throughout the regatta, taking the spinnaker with them when they rotate between boats. The spinnaker allocated to a competitor is the spinnaker that will be on the first boat in the rotation.
- 5.2. In windy conditions, spinnakers may not be flown if Flag W is flown from the Committee Boat at the warning signal for a race. The 'no spinnaker' instruction will also be broadcast on VHF Ch 77.

6. Personal flotation devices (Life jackets)

- 6.1. In accordance with Rule 40.1, when Flag Y is flown from the Committee Boat, Personal Flotation Devices must be worn by all competitors while afloat.

7. Race areas

- 7.1. The race area will be the Carrick Roads (as shown on the laminated chart provided to competitors) or in Falmouth Bay. The committee boat will be a Sigma 33 yacht named 'Jambo' and will be positioned in the Roads/Bay to give a windward start.

8. Courses

- 8.1. Courses will be windward/leeward as shown in the diagrams in Appendix A.
- 8.2. All marks of the course will be left to port, except when finishing.
- 8.3. The course to be sailed (either Course 1, Course 2 or Course 3) will be communicated to competitors on VHF Channel 77 before the warning signal of each race. The appropriate numeral pennant (1, 2 or 3) will be flown from the Committee Boat.

9. Obstructions

- 9.1. St Mawes Cardinal Buoy (Lugo Rock buoy) must be passed to the South at all times while racing.

10. Marks

- 10.1. The windward mark will be a navigational buoy or an inflatable yellow racing buoy.
- 10.2. The leeward turning mark will be a navigational buoy or an inflatable yellow racing buoy which will also serve as the pin-end of the start/finishing line.
- 10.3. The marks of the course will be identified to competitors on VHF Ch 77.

11. Starting

- 11.1. Races will be started using Rule 26 with the warning signal given 5 minutes before the start. A series of repetitive sound signals may be made prior to the warning signal.
- 11.2. Flag E will be used as the Class Flag
- 11.3. The starting line transit will be between the mast on the committee boat and a navigational buoy or racing mark.
- 11.4. The committee boat may include a tender tethered to the stern for protection.

- 11.5. The course to be sailed, count down, postponement and recalls will be broadcast on VHF Ch 77.
- 11.6. A boat starting later than 5 minutes after the starting signal will be scored "Did Not Start".

12. Changed or shortened course

- 12.1. The position of the marks of the course will not be changed after the preparatory signal of each race. This changes Rule 33.
- 12.2. If the course is shortened, a support boat/rib making repeated sound signals will be positioned at the mark of the course at which the race will end. Leaving the mark to port as normal, competitors should pass between the support boat and the mark. The finishing line of the shortened course will be a line between the mark and the support boat.

13. Finishing

- 13.1. Unless the course is shortened, the finishing line will be between the mast on the committee boat and the same fixed or navigational mark which formed the start line.

14. Penalty system

- 14.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. A One-Turn penalty is defined as one turn in the same direction, comprising one tack and one gybe.

15. Radio communication

- 15.1. All competitors must carry a working VHF radio.

16. Commercial shipping

- 16.1. Commercial vessels underway constrained by their draft or ability to manoeuvre form moving exclusion zones, which competitors are to treat as obstructions. The exclusion zone extends to 100m on all sides of the vessel and includes tugs, escort safety boats 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 only be sufficient to leave the exclusion zone by the safest possible route and offer the competitor no significant advantage in the race.

17. Protests and redress

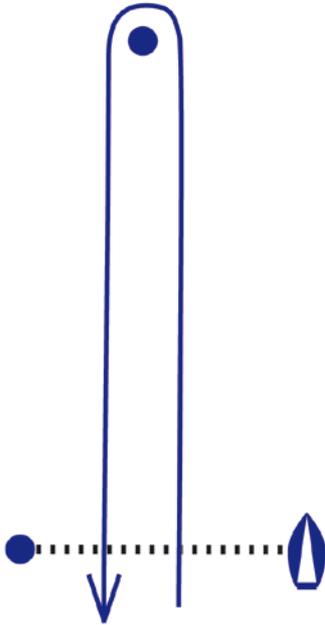
- 17.1. Protests and requests for redress must be submitted to the Organising Authority within 90 minutes of the last boat finishing the last race of the day.

18. Disclaimer of liability

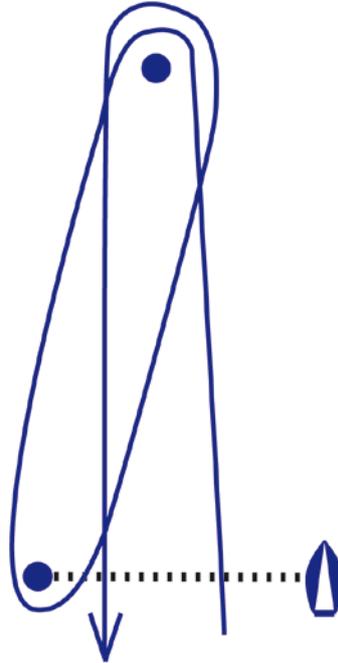
- 18.1. Competitors participate in the regatta entirely at their own risk. The OA and its members will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

19. Appendix A – Course diagrams

Course 1



Course 2



Course 3



Appendix B – Tide tables

	Time (local BST)	Height (m)
Saturday 4th September		
High Water	01.13	4.1
Low Water	08.12	2.1
High Water	14.02	4.4
Low Water	20.59	1.9
Sunday 5th September		
High Water	02.56	4.4
Low Water	09.32	1.7
High Water	15.23	4.8
Low Water	22.10	1.5