



ROYAL WESTERN
YACHT CLUB OF ENGLAND

**Plymouth - Falmouth - Fowey - Plymouth
Triangle Race 2024**

4th May – 6th May 2024

SAILING INSTRUCTIONS

**Organising Authority: The Royal Western Yacht Club of England
Plymouth, UK**

SAILING INSTRUCTIONS

1. RULES

- 1.1 The **PLYMOUTH - FALMOUTH - FOWEY- PLYMOUTH TRIANGLE RACE 2024** will be governed by the rules as defined in The Racing Rules of Sailing. Where there is a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions prevail.
- 1.2 Racing rule(s) 44.1 and Appendix A are changed as follows:
 - 1.2.1 RRS 44.1 - is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty as described in SI 10.2.
 - 1.2.2 Appendix A - A4 is changed so that scoring will be calculated using a High Points (HP) system as described in SI 14.
- 1.3 Under RRS 87, IRC Class Rule 22.4 is changed so that:

“The maximum number of crew that may sail aboard a boat shall be the crew number printed on the certificate plus two. There is no weight limit.”
- 1.4 The World Sailing Offshore Special Regulations 2024 – 2025 **Category 4** shall apply. <https://www.sailing.org/inside-world-sailing/rulesregulations/offshore-special-regulations/> Additionally, boats shall carry a life raft in accordance with WS Offshore Special Regulations 4.20.
- 1.5 The Race Committee may inspect any boat to ensure compliance with Offshore Special Regulation as detailed in NoR 1.4 and SI 1.5.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Triangle Series Event page of the RWYC website. <https://rwy.org/club-racing/triangle-race/> . This shall be regarded as the Official Notice Board.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the sailing instructions will be communicated at the race briefing and by email to all competitors.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the respective yacht club’s main flag staff and/or on the Official Notice Board (website).

5. SCHEDULE OF RACING

- 5.1 Dates of racing: 4th May 5th May and 6th May 2024.
- 5.2 The scheduled start times for each class shall be as follows:0

| CLASS | TIMES OF WARNING SIGNALS | | |
|-------|--|---|---|
| | Plymouth to Falmouth May 4 th 2024 | Falmouth to Fowey May 5 th 2024 | Fowey to Plymouth May 6 th 2024 |
| | | | |

| | | | |
|----------------------|-------|-------|-------|
| Cruiser (YTC) | 08.25 | 10.25 | 09.55 |
| | | | |
| IRC | 08.35 | 10.35 | 10.05 |
| | | | |
| MOCRA | 08.45 | 10.45 | 10.15 |

- 5.3 To alert boats that the sequence of races will begin soon, with the exception of the Falmouth start sequence, an orange flag will be displayed with one sound signal at least five minutes before the first warning signal is made. At Falmouth the start sequence will be communicated to competitors on VHF Ch77.
- 5.4 Any boat that has not started within 10 minutes of her starting time will be scored DNC or DNS as appropriate.

6. CLASS FLAGS

- 6.1 Class Flags shall be flown from the backstay when racing as follows.

| CLASS | FLAG No |
|---------------|---------|
| Cruiser - YTC | 4 |
| IRC | 1 |
| MOCRA | 8 |

7. COURSES

- 7.1 All classes will use the same finish line. Details for each finish line are shown in the appropriate appendices for that port.

7.1.1 PLYMOUTH to FALMOUTH

After clearing Plymouth Sound breakwater

- 7.1.1 **Cruiser - YTC** – proceed directly to the finish line at Falmouth (See Appendix B).

7.1.2 **IRC & MOCRA**

Course Board A: Leave Manacles (East Cardinal) Buoy (50deg 02.81’N 005deg 01.91’W) to Stbd. Then proceed directly to the finish line at Falmouth. (See Appendix B).

Course Board B: Leave the yellow spherical mark named ‘Hotel Meudon’ (50deg 06.61’N – 005deg 04.20’W) at the northern entrance to the Helford River to Stbd. Then proceed directly to the finish line at Falmouth. (See Appendix B).

Course Board C: Omit the Manacles / Hotel Meudon marks and proceed directly to the finish line at Falmouth. (See Appendix B).

- 7.1.3 Competitors are reminded that Black Rock Beacon marks rocks. Boats should keep well clear when rounding this mark.

7.2 FALMOUTH to FOWEY

- 7.2.1 **Cruiser – YTC** – proceed directly to the finish line at Fowey. (See Appendix C).

7.2.2 IRC & MOCRA -

Course A: Leave the yellow spherical mark named 'Hotel Meudon' (50deg 06.61'N – 005deg 04.20'W) at the northern entrance to the Helford River to Port. Then proceed directly to the finish line at Fowey. (See Appendix C).

Course B: Proceed directly to the finish line at Fowey. (See Appendix C).

7.3 FOWEY to PLYMOUTH

7.3.1 All classes – proceed directly to the finish line at Plymouth. (See Appendix A)

8. SHORTENED COURSE

8.1 Courses will not be shortened.

9. START AND FINISH

9.1 See Appendix A for details of starting and finishing at Plymouth.

9.2 See Appendix B for details of finishing and starting at Falmouth.

9.3 See Appendix C for finishing and starting at Fowey.

9.4 All yachts shall take their own finishing times at Falmouth, Fowey and Plymouth using GPS time, and noting the boat that finishes one position ahead and one position astern if possible. This information is to be retained by each skipper and only required if the Race Committee so requests it.

9.5 In the event of a boat being over the line at the start, the race committee may broadcast on VHF (channel 77) the sail number of that boat, OR (if there are more than one boat over) the number of boats that were recorded over the line. Such transmission will not be made for at least one minute after the start. This changes but is in addition to Rule 28.1 Failure to make or receive such broadcasts will not be grounds for redress. This changes rule 62.1.

10. PENALTY SYSTEM

10.1 The Exoneration Penalty and RYA Arbitration of the RYA Rules and Disputes procedures will be available. This is the preferred method of resolving disputes. See the below website for details. <https://www.rya.org.uk/racing/rules/rules-disputes>

10.2 The Two-Turns Penalty is replaced by the One-Turn Penalty. This changes rule 44.1.

10.3 Discretionary penalties will be available to the Protest Committees.

11. TIME LIMITS

11.1 Any boat not finishing the Plymouth-Falmouth race by 2000hrs on Saturday 4th May 2024 will be scored DNF.

11.2 Any boat not finishing the Falmouth-Fowey race by 1800hrs on Sunday 5th May 2024 shall be scored DNF.

11.3 Any boat not finishing the Fowey-Plymouth race by 1800hrs on Monday 6th May 2024 shall be scored DNF.

12. PROTESTS & REQUESTS FOR REDRESS

12.1 For each class, the protest time limit is 60 minutes after the last boat has finished that day’s racing. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress.

12.1 Protests submissions are to be delivered to the RWYC representative within the protest time as follows:

Plymouth to Falmouth leg at the Royal Cornwall YC.

Falmouth to Fowey leg at the Royal Fowey YC.

Fowey to Plymouth leg at the Royal Western YC.

Protests will be heard at the end of the regatta at the RWYC. Leg prizes will be awarded on a ‘subject to protest basis’.

13. RETIREMENTS

13.1 Boats retiring shall report their retirement to the Race Committee as soon as possible but no later than 60 minutes after finishing or retiring. Retirements shall be reported via VHF Ch77 to the race committee call sign “Western”, or by text to the race committee mobile as described in the Communication Document.

14 SCORING

14.1 The Falmouth Triangle overall scores will be calculated using a high point (HP) weighted scoring system. The first boat in each leg will be awarded points equivalent to the number of starters multiplied by the race weighting. Second and subsequent places will be awarded one point less than the previous place multiplied by the race weighting. This changes RRS A4

14.2 Each race will be weighted and categorised as follows:

| Leg | WS OSR Category | Weighting |
|---------------------|-----------------|-----------|
| Plymouth – Falmouth | 4 | 1.5 |
| Falmouth – Fowey | 4 | 1.0 |
| Fowey – Plymouth | 4 | 1.0 |

15. RADIO COMMUNICATIONS

15.1 All yachts shall carry and operate a VHF radio and monitor race committee broadcasts. The Race Committee will use VHF Ch77, however signal will only work close to ports. The failure to receive any race committee transmissions shall not constitute grounds for redress. In all communications to the race committee please state your Class, name of yacht and sail number.

16. SELF STEERING

16.1 The use of self-steering devices is permitted.

17. PRIZES

17.1 Prizes will be awarded as follows:

A 'leg' prize will be awarded to the winners of each class for the Plymouth to Falmouth and Falmouth to Fowey legs of the Series. Additional prizes will be awarded depending on the number of boats entered in each class. So, for 5-9 boats a second prize will be given, for 10-14 boats a third prize and so on. In addition, overall Series prizes will be awarded and presented at the RWYC annual prize-giving.

- 17.2 A separate prize may be awarded for either single-handed, double-handed or half crew boats provided there are 5 or more boats qualifying in each category.
- 17.3 Additional Ullman Sails Plymouth Race Series (PPSA) sponsorship prizes may be awarded at both Falmouth and Fowey. See: <https://ppsa.org.uk/ullman-sails-plymouth-race-series/>

15. RISK STATEMENT

- 18.1 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."

Sailing is by its nature an unpredictable sport and therefore 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, umpires and other officials and volunteers by the 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) 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 a 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. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 for the duration of the Series or the equivalent.

20. FURTHER INFORMATION

For further information please contact the Secretary, Royal Western Yacht Club, Queen Anne's Battery PL4 0TW - by email at admin@rwy.org.

Appendices

- A** Instructions for starting and finishing at Plymouth.
- B** Instructions for finishing and starting at Falmouth
- C** Instructions for finishing and starting at Fowey.

APPENDIX A

PLYMOUTH

Plymouth is a Naval/ Commercial Port, shipping movements can be frequent and must have priority. Boats, at all times, must keep clear of ships leaving or entering the port and obey instructions from the Race Committee where avoiding action is necessary. Failure to obey Race Committee instructions may be treated as misconduct.

An engine or other alternative means of propulsion shall be used when appropriate to avoid risk of collision with another vessel that is underway but not racing, or in a grave emergency. The facts shall be reported by radio to the Race Committee at the finish with written details submitted to the race office before the end of protest time. The protest committee may impose a penalty if it thinks fit. This changes RRS 63.1.

Start procedure Saturday 4th May 2024.

The start line will be between the RWYC committee vessel (Fulmar) at the starboard end displaying an orange flag, and an orange inflatable buoy at the port pin end.

For IRC and MOCRA classes, boards will indicate which course to sail -see SI 7.1.2

All boats shall pass close to the Committee Boat on the side opposite to the Start Line before the warning signal with mainsails hoisted for identification.

Scheduled start times will be as SI 5.2

Finish Procedure Monday 6th May 2024.

Finishing at the RWYC club line will be by sailing in an easterly direction to pass an extension of a transit from the club flag mast and a yellow and black striped transit staff on the shore below it. The outer limit of the finish line is a line extending east – west through the mooring buoys on the northern boundary of the Controlled Mooring Area as explained below.

Skippers are reminded that adherence to SI 9.4 is mandatory.

Prohibited Racing Area.

Whilst racing, boats are prohibited from entering the Controlled Mooring Area located north of Mountbatten peninsula and south of the Plym navigation channel. Boats must remain north of a line extending from the westerly mooring buoy positioned on the south side of the Plym navigation channel, east through each mooring buoy on the northern boundary of the Controlled Mooring Area and west of a line extending from the most westerly mooring buoy on the south side of the Plym navigation channel due south to the Mountbatten peninsula.

The prohibited area defined above ranks as an obstruction to sea room under RRS.

APPENDIX B

FALMOUTH

Finish procedure Saturday 4th May 2024

The finish line is a transit line from the transit mark on Pendennis Point, on the port side, and the Black Rock Beacon (Black/Red/Black – 50deg 8.786'N 05deg 2.037W) in Carrick Roads to starboard.

Skippers are reminded that adherence to SI 9.4 is mandatory.

Start procedure Sunday 5th May 2024

The start line is a transit line from the transit mark on Pendennis Point, on the starboard side, and the Black Rock Beacon (Black/Red/Black – 50deg 8.786'N 05deg 2.037W) in Carrick Roads to port. Boats will start from North to South. The starting procedure will be by VHF Ch 77 only. Scheduled start times will be as SI 5.2.

The course for IRC and MOCRA classes as described in SI 7.2.2, will be communicated to entrants on VHF Ch 77 prior to their warning signal.

APPENDIX C

FOWEY

The Fowey Harbour Byelaws and Notices to Mariners published by the Fowey Harbour Commissioners (FHC) apply both within the harbour and the approaches to it.

Finish Procedure Sunday 5th May 2024.

The finish at the Royal Fowey Yacht Club (RFYC) will be a line extending from the RFYC flagstaff to the **seaward side (south side)** of Mark B, which is a large silver turning buoy leaving this to STARBOARD. Mark B forms the outer distance mark of the finish line. The bearing from the silver turning buoy B to the RFYC flagstaff is approx. 260deg M

Skippers are reminded that adherence to SI 9.4 is mandatory.

Start Procedure Monday 6th May 2024

The start will be outside the harbour-entrance between a committee boat (tbc) displaying an orange flag at the starboard end and a pin end buoy at the port end. The description of the pin end buoy will be announced at the Sunday evening prize-giving at the RFYC.

All boats shall pass close to the Committee Boat on the side opposite to the Start Line before the warning signal with mainsails hoisted for identification. Scheduled start times will be as SI 5.2.

End