



ROCK SAILING & WATER SKI CLUB

SAILING INSTRUCTIONS

Revised March 2026

PREAMBLE

WHEN MEETING BOATS NOT RACING

The International Regulations for Preventing Collisions at Sea (IRPCAS) apply between a boat sailing under the racing rules and a vessel that is not. A boat racing or intending to race is required not to obstruct other vessels whether they are under sail or under power. If she fails to apply with this obligation she may be protested and penalised. High speed sailing dinghies should have due regard for slow moving vessels, which may be unable to respond in sufficient time to keep clear. A boat racing must resist the temptation to take any action that is contrary to the IPRCAS to gain tactical advantage; For example, passing too close to non-racing vessels or not making your intentions clear and leaving avoiding action too late. Special attention should be paid to the ferry which must not be impeded and sailing school boats that might be sailing erratically.

CAMEL ESTUARY HAZARDS

Sand banks in the estuary are continually moving, so competitors are advised to make themselves aware of the current situation. The currents on an ebb spring tide have become extremely strong so extra caution needs to be taken in the area of the Rock moorings and between the hills of Cassock and Brea as the currents along here are incredibly strong.

The Doom Bar and the waters off and to the North of Daymer Bay are dangerous in rough weather especially on an ebb tide.

Competitors should familiarise themselves with the area designated for water skiing.



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1. RULES:

1.1 The racing will be governed by the rules as defined in The Racing Rules of Sailing except where superseded by these Sailing Instructions.

1.2 Competitors should note that Rock Sailing and Waterski Club (RSWSC) implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at:

www.rya.org.uk/racing/rules/racing-charter

2. NOTICE TO COMPETITORS:

2.1 Notices to competitors will be posted on the official noticeboard located in the bar or in the Crew Room on the ground floor of the Clubhouse.

3. CHANGES IN SAILING INSTRUCTIONS: Any changes to the Sailing Instructions will be posted on the official notice board least two hours before the published starting time of the race(s) concerned. The only exception to this rule is a course change due to the weather, see rule 8.1 below.

4. SIGNALS MADE ASHORE:

4.1. Any signals made ashore will be displayed from the main signal mast on the seaward side of the Clubhouse and may be repeated using the flagpole by the main entrance to the club bar on the landward sides.

4.2. When the Committee Boat only conducts the race, the signals ashore will be transferred to the Committee Boat at which stage those signals displayed by the Committee Boat supersede those of the Clubhouse.

5. SCHEDULE OF RACES:

5.1. Eligible boats/helms/crews may be entered by either completing a registration for an open meeting with the race organising authority, or for series and club races, refer to the RSWSC Cup and Trophy Rules for eligibility.

5.2. The schedule of races, classes to race and the order of starts with times of Starting Signals are as per the notice on the notice board in the RSWSC Club rooms unless changed by a change to the Sailing Instructions. The start time of a race may be brought forward by posting a notice at least twenty four (24) hours prior to the published start time or, in the case of a series of races, within three (3) hours of the last boat finishing on the previous day.



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6. CLASS FLAGS:

The class flags to be used for non club races will be defined in a notice posted on the notice board in the RSWSC club rooms. For club races the following flags will apply:

- 6.1. - B Multihulls
- 6.2. - T Fast Handicap (PN 0 - 1070)
- 6.3. - O Slow Handicap (PN 1071 - 1650)
- 6.4. - W Shrimper 19 Class
- 6.5. - V Menagerie (All Classes)

7. RACE AREA:

7.1. Race Area: The race area will be as shown on the notice board in the Crew Room or in specific Notices of Race as appropriate.

7.2. Commercial Traffic: PHC Ferry - boats are not to impede the progress of the ferry operating from Ferry Point and should not inconvenience any other commercial traffic operating normally in the Estuary. The ferry indicates that it is manoeuvring astern when leaving Rock beach by sending three sound signals, all boats are to keep clear.

7.3. Moorings. While racing, boats should do their utmost to go outside the moorings. In addition, boats should avoid the moorings close to St Saviour's due to strong currents in the area.

8. THE COURSE:

8.1. Courses will be defined in writing on the Course Board in the Crew Room.

8.2. Change of Course before a start. In the event of a change in conditions or wind direction between the time the course was set and the display of the first warning signal, the course may be changed by displaying the code Flag " E " on the signal mast of the Clubhouse and/or the Committee Boat accompanied by three sound signals. A board on the Committee boat will show the revised course and compass bearing to the first mark and a patrol boat may lead the fleet to the first mark after the start; or further at the discretion of the Race Officer.

8.3. The type and names of the racing marks to be used will be displayed on the course board. At the instruction of the Padstow Harbour Commissioners, navigation buoys will not be used as course marks.

8.4. For Average Lap Racing the Race Officer can shorten the race for a complete class by displaying the appropriate class flag alongside the Shorten Course flag (S).



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9. THE START :

9.1. The Start count -down sequence will be 5 mins, 4 mins, 1 min and Start .

9.2. Start Sequence:

At 5 min - Class Warning flag displayed with one sound signal.

At 4 min - Preparatory Flag “P, I, U, Z or Black flag” displayed with one sound signal.

At 1 minute – Preparatory flag Is removed with one long sound signal .

Start - Class flag is removed with one sound signal.

9.3. Multiple Class starts. The race will start with classes starting at 5-minute intervals in order: Multihulls, Fast handicap, Slow handicap followed by Shrimpers if racing as a separate class.

9.4. Starting Penalties:

9.4.1. If flag I has been displayed and any part of the boat ’s hull is on the course side of the starting line

during the minute before her starting signal, she shall return to the re-starting side by rounding either end of the starting line.

9.4.2. If flag Z has been displayed and any part of the boats hull is on the course side of the starting line during the minute before her starting signal she will receive a penalty equal to 20% of the number of starting boats except she will always score one less than DNF.

9.4.3. If flag U has been displayed, any part of the boat ’s hull is in the triangle formed by the ends of the starting line and the first mark of the course she will be disqualified, but not if the race is re- started or re-sailed.

9.4.4. If a Black flag has been displayed and any part of the boat’s hull is in the triangle formed by the ends of the starting line and the first mark of the course she will be disqualified. Any disqualified boats remain disqualified even if the race is restarted and must leave the racing area.

9.4. Pursuit Race Starts: The pursuit race start with slowest boat entered in the series. This is given a start number of 120. All other classes of boats start times are calculated from this figure dependent upon handicap. These are published in the Crew Room. Each class starts when its number comes OFF the display start board on the committee boat. The normal, 5, 4 and 1 min start sound and visual warnings are given using the class flag “W”. Thereafter every minute (or other time specified for a particular race), a sound signal will sound as the number comes off the board.

9.4.1. Pursuit Race Finish: At the end of the race period, normally 120 minutes after the first class start, the committee boat and patrol boats will be positioned at each finishing mark and will all make one long sound signal. All boats must sail to the next mark of the



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course where they will be recorded. If conditions permit, and at the discretion of the race officer, the committee boat and the patrol boats will proceed down the direct line to the previous mark and record the position of each boat as they pass them. If this procedure is used, it does not remove the requirement for all boats to sail to the next mark of the course. Once a boat has finished it must clear the course area and endeavour not to sail near another finishing boat whilst returning to the launch/recovery area.

9.5. Recalls:

9.5.1. Individual Recalls. Individual recalls will be signaled with Flag X with an additional sound signal. During Pursuit races, Flag X will be displayed for 30 seconds only .

9.5.2. General Recall. General recalls will be signalled with First Substitute Pennant and two sound signals. During multiple starts the recalled class will restart at the end of the start sequence, the First Substitute Pennant will be displayed for 2 minutes and then lowered without a sound signal.

9.6. Gate Starts: Where a gate start is to be used, competitors will be so advised at the briefing and/or on the crew room race board. The Pathfinder Boat sail number will be shown on the Committee Boat board. The Gate Start is explained in an Addendum to these Sailing Instructions, which also forms part of the Sailing Instructions. Flags will be displayed as for normal starts.

9.6.1. Any competitor who hinders either the Pathfinder or the Gate Boat will be disqualified from that race and any subsequent restart of that race, and must leave the race area. No participating boat may lie to port of the gate during the laying of the line of the gate, and any such boat will be required to pass the Committee Boat to port or the Gate Boat to starboard after completion of the laying of the line, and may not start by “dipping” the line.

9.6.2. The Pathfinder will, during the opening of the Gate, take priority over all other boats despite sailing on port tack.

9.6.3. The time for the opening of the gate will be shown on the board on the Committee Boat, but the Race Officer has the right to vary the period to cater for prevailing conditions. When full opening of the gate has been achieved, the Gate Boat will stop, and the Pathfinder Boat will continue to sail on either tack upon a single sounding of the horn.

9.6.4. All competitors except the Pathfinder must start by crossing the line between the Committee Boat and the rear of the Gate Boat; and this line will generally only be kept



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open for two minutes after separation of the Pathfinder and the Gate Boat. Boats attempting to cross the line after this time will be considered as DNS.

9.6.5. The Pathfinder Boat will not be given any scoring advantage by virtue of being selected as Pathfinder.

10. TIME LIMIT:

10.1. Time limit will be 150 mins for all classes from their start. Boats failing to finish within 150 mins will be scored Did not Finish (DNF).

10.2. Competitors are required to sign off within 60 mins of the final mooring of the committee boat unless instructed otherwise by the race committee. If more than one race is sailed, then competitors are to sign off for all races within 60 mins of the final mooring of the appropriate committee boat. The following abbreviations are to be used:

DNC - Did Not Come to the Starting area.

DNS - Did Not Start.

OCS - On the Course Side of the starting line and failed to comply with appropriate restarting protocols

BFD - Disqualification under Black Flag Disqualification

DNF - Did Not Finish.

RAF - Retired After Finishing.

DSQ - Disqualification.

RDG - Redress Given.

11. PROTESTS, REQUESTS FOR REDRESS and PENALTY TURNS:

11.1. Protests will follow the RYA modified, three tier procedure as outlined in their document entitled, "RYA Racing Best Practices – Rules Disputes". The three stages are: Advisory Hearing

RYA Arbitration; and

Protest Hearing

11.2. The intention is for any dispute to be resolved quickly and amicably, within the rules, but allows for arbitration or a protest hearing should either of these be deemed to be necessary.

11.3. The protest procedure will commence within 60 minutes of the committee boat mooring.

11.4. Protests will be heard in approximate order of receipt, as soon as possible.



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12. SCORING:

12.1 The low points scoring system will apply, modified with the following amendments so that each boat's series score will be the total of her race scores, with her worst score discarded if 3 or more races have been completed.

Short Series when three or fewer races are completed boats will be scored for:

2 races if 3 are sailed

2 races if 2 are sailed

1 race if 1 is sailed

12.2 Non Starting/Finishing Boats. All other boats will score points for the finishing place one more than the total number of boats entered in the series or championship. This means that a boat which did not start or didn't come to the starting area (DNS/DNC) or a boat which did not finish (DNF) will score the same points - one more than the number of boats entered in the series or championship.

13. SAFETY:

13.1 All competitors shall wear personal buoyancy shall at all times.

Neither a wet suit nor dry suit constitutes adequate buoyancy. Competitors who attempt to race without personal buoyancy will automatically be disqualified.

13.2 Competitors are to wear adequate warm/protective clothing for the particular season and are to note that sea temperatures are colder than expected between April and June.

13.3 Padstow Bay Sailing - Avoiding Doom Bar. The route to and from the Bay is via the channel as marked by navigation buoys. The passage across the bar must be taken with great care as this area can have rough water. The bar is constantly changing, up to date information can be obtained by contacting Padstow Harbour Commissioners.

13.4 Specific Regattas and Youth Sailing – Whilst the RSWSC Trophy Rules may cover specific details on eligibility, handicapping and race characteristics, the RSWSC risk assessments and the RSWSC safety manual and guidelines shall apply and be appropriately referenced in event Notices of Race.

14. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in any RSWSC event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.



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Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

15. INSURANCE

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



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ADDENDUM

The Procedure for a Gate Start

1. Background : This addendum is intended to describe the Gate Start and should be read in conjunction with the Club's current Sailing Instructions.
2. A Gate Start is run using one of the participating boats referred to as the Pathfinder , and a Gate Boat which is a patrol boat.
3. The Gate is a line between the Committee Boat and the stern of the Gate Boat, which closely follows the Pathfinder, which sails close-hauled on a port tack away from the Committee Boat. This Gate must be crossed by all participants except the Pathfinder Boat, to start the race.
4. The sail number of the Pathfinder will be posted on the Committee Boat board; and the intended start area and course will be posted in the normal manner. In addition, the anticipated time to complete the opening of the Gate will be shown on the course board on the Committee Boat.
5. Flags to be displayed will follow the 5 min/4 min/1 min Start sequence and flag applicable to normal starts, and to the class of boat sailing.
6. Shortly before the start, the Pathfinder will position him/herself so that he/she can pass the Committee Boat (to port) sailing close hauled on port tack as the starting horn is sounded. He/she will be very closely followed by the Gate Boat for the period of time which has been posted on the course board on the Committee Boat, normally expected to be between 90 and 120 seconds, depending on weather conditions.
7. The size of the Gate should be sufficient for all boats to start properly. When the Gate is judged by the OOD (Officer of the Day) to be fully open (i.e. after the time reflected on the course board or adequate distance for all boats to cross the Gate), the Gate Boat stops and the Pathfinder is allowed to continue to sail on whichever tack he/she wishes. The Gate Boat alerts the Pathfinder and the fleet at this moment by sounding a single horn signal.
8. Any boat judged to have hampered either the Pathfinder Boat or the Gate Boat during the start, will be disqualified or must retire.
9. No participating boat may lie to port of the gate during the laying of the line of the gate, and any such boat will be required to pass the Committee Boat to port , or the



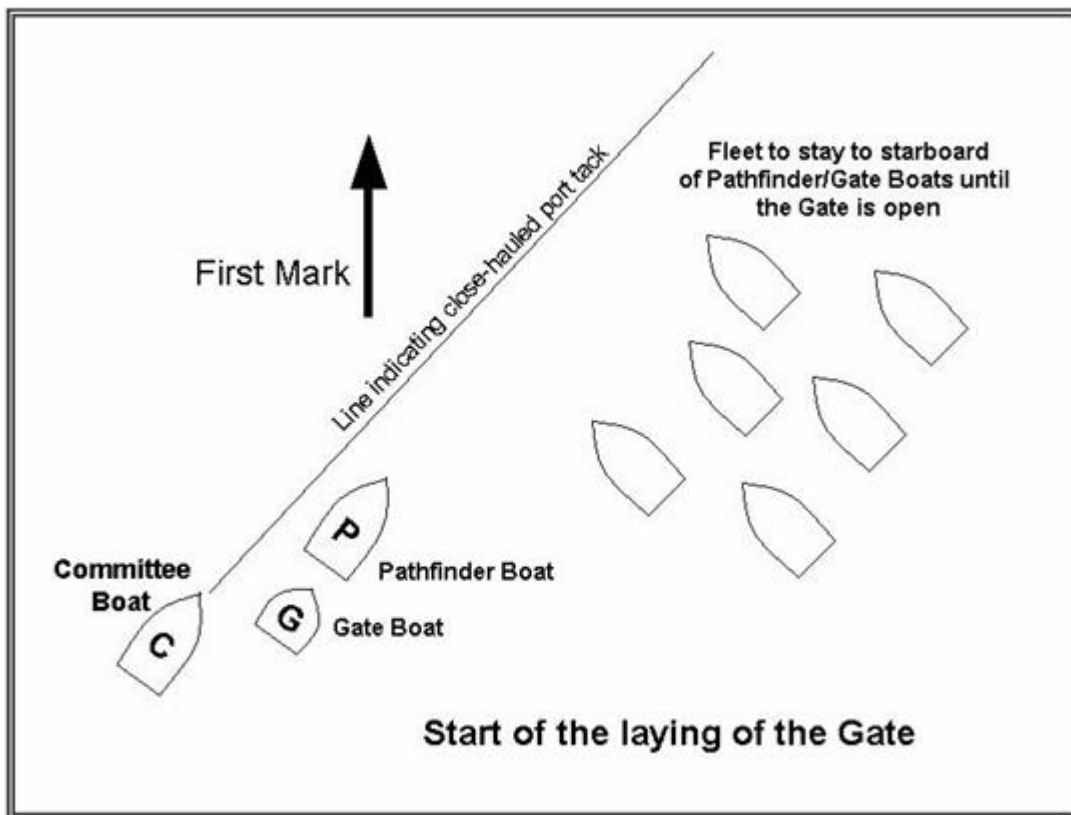
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Gate Boat to starboard after completion of the laying of the line, and may not start by “dipping” the line.

10. The Gate Boat will remain on station following full opening of the Gate for not less than 2 minutes after which, any boats which have been unable to cross the Gate, will be judged DNS. In reality, if weather conditions change during a Gate Start and the OOD judges that participants need slightly longer to cross the Gate, he/she may keep the Gate open slightly longer, but this is not mandatory. When all participants except the Pathfinder have crossed the Gate, the Gate Boat is no longer required and may resume duties as a Patrol Boat.

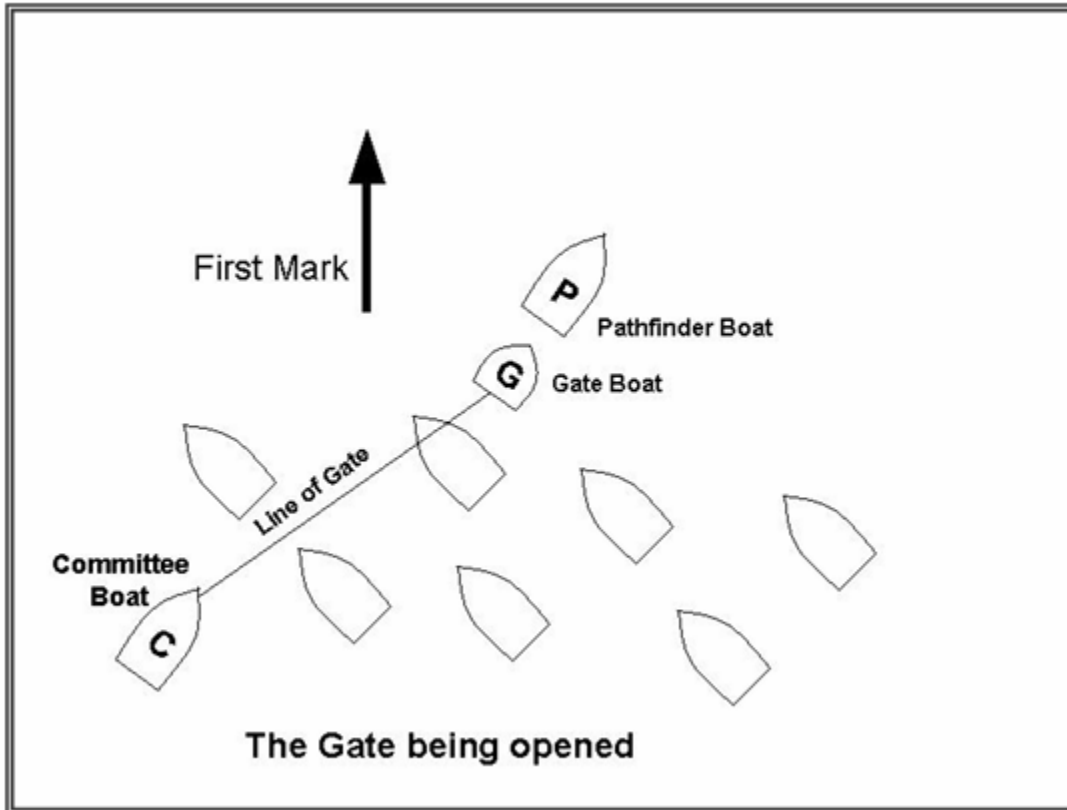
11. Participants are obliged to observe standard sailing rules during a Gate Start. This is important since inexperienced crews may tend to ‘bunch’ close to the Committee Boat.

12. Three illustrations follow which show the start of the opening of the gate; the gate half open; and the gate fully open with the Gate Boat still on station.





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