



Torpoint Mosquito Sailing Club

Wreck Race

Saturday 1st July 2017

11:00hrs Start

Notice of Race and General Sailing Instructions

1 Organising Authority

The Organising Authority will be the **Torpoint Mosquito Sailing Club (TMSC)**

2 Rules

2.1 Racing will be governed by the Rules as defined in the Racing Rules of Sailing (RRS) 2017-20121

2.2 The Dockyard Port of Plymouth Order (DPPO) and the Plymouth Local Notices to Mariners (PLNTM) shall apply. In particular, regulations regarding the safe navigation of large vessels shall be strictly observed.

3. Classes and Handicaps

3.1 The race will be for monohull boats rated as cruisers under the RYA Portsmouth Yardstick Scheme as administered by the Port of Plymouth Sailing Association for 2011.

3.2 Boats having a valid International Racing Certificate are eligible to race in Div111. The current list of TCC's issued by RORC will be used in the calculation of results.

3.3 **The Race Committee(RC)** reserves the right to vary the split or to combine classes dependant on entries received for each class. Splits will be decided on 23/07/16

3.4 If action is taken under NOR 3.2 all entrants directly affected will be notified.

3.5 The classes will be initially split as follows with the corresponding class flag.

| | | | |
|------------------|----------------|-----------------------|--------------------------|
| CLASS IRC | DIV111 | Any IRC | NUMERAL PENNANT 1 |
| CLASS PYA | DIV 11A | 940 TO 1060 | NUMERAL PENNANT 4 |
| CLASS PYB | DIV11B | 1061 AND ABOVE | NUMERAL PENNANT 5 |

4.0 The Course

4.1 The course to be sailed will be from the TMSC Start Line, leave ASIA to STARBOARD then directly to the **James Egan Lane Buoy**, leaving the buoy to starboard, thence to the Finish Line leaving ASIA to PORT..

5.0 Start Line

5.1 TMSC line is a transit of the flag pole and the Transit pole to the rear of the race hut The inner distance mark is a yellow cylinder buoy and is not necessarily on the line. From the 4 minute warning signal the moorings should be treated as a continuous obstruction.

6.0 Finish Line

6.1 The finish line will be a transit of the TMSC club flag pole and the transit pole to the rear of the start hut, finishing in a northerly direction sailing between the Yellow Spherical Inner Distance Mark on the outside edge of the moorings, and the eastern side of the river. NB. The IDM is not necessarily on the line.

7.0 Shortened Course.

7.1 In the event of needing to shorten the course competitors will be notified by VHF

and will be indicated by the S flag flown over the class flag accompanied by 2 sound signals

7.2 In the event of lack of wind, to ensure safe navigation through the narrows, it is recommended that boats record the time when in transit with Battery Buoy and the tower above Devils Point. This will ensure that a race is not abandoned on the final leg. It will be the responsibility of the leading boat to contact the start hut if conditions are such that they cannot safely sail to the finish line.

8.0. Time Limits

8.1 The time limit will be 18.00hrs or 30 minutes after the leading yacht which ever is the later

8.2 Flag T will be displayed at the time limit accompanied by 1 sound signal

8.3 Boats finishing after 18.00hrs will be scored as DNF. This changes Rule 35

9.0. Retirement

9.1 Retiring yachts must notify the Race Officer by **VHF Ch37a** or by phoning **078 138 193 11**

10.0. Prohibited Areas

10.1. Yachts, when racing shall not pass between Drakes Island and Mount Edgcombe. Racing inside the Torpoint moorings is prohibited. Any vessel doing so will be marked as DSQ

11. Liabilities

11.1 It is the sole responsibility of each yacht to decide whether to start or continue a race and nothing, whether in these SI's or anywhere else, reduces this responsibility.

11.2 TMSC shall not be liable for any loss, damage, personal injury or death however so caused to the owner/competitor, skipper or crew, as a result of their taking part in this race. Moreover, every owner/competitor warrants the suitability of their yacht for any race they enter. The safety of a yacht and her entire management, including a minimum £2m Third Party Liability Insurance shall be the sole responsibility of the owner/competitor, who must ensure that the yacht is fully found thoroughly seaworthy and manned by a crew sufficient in numbers and experience who are physically fit to face bad weather. The owner/competitor must be fully satisfied as to the soundness of the hull, spars, rigging, sails and all gear, and to ensure that all safety equipment is properly maintained, stored and in date, and that the crew know where it is and how to use it.

11.3 Neither the establishment of the conditions, their use by neither the race organisers nor the inspection of the yacht by TMSC in any way limits the absolute responsibility of the owner/competitor. The crew is nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.