



ROYAL NAVAL SAILING ASSOCIATION

(Plymouth Branch)

SINGLE-HANDED RACES 2019

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NOTICE OF RACE and **SAILING INSTRUCTIONS**

2019 Races

- PLYMOUTH to SALCOMBE 1** - Saturday 11th May
- PLYMOUTH to St MAWES** - Friday 7th June
- PLYMOUTH to FOWEY** - Saturday 6th July
- PLYMOUTH to DARTMOUTH** - Saturday 10th August
- PLYMOUTH to SALCOMBE 2**
Or PLYMOUTH to PLYMOUTH - Saturday 7th September

1. RULES

The Races will be governed by the International Sailing Federation Racing Rules of Sailing (ISAF RRS) for 2017-2020, the ISAF Offshore Special Regulations (2016 - 2017) governing Minimum Equipment and Accommodation Standards and by these Sailing Instructions.

All Races will be **Category THREE**. Additionally, you are required to carry a liferaft. *This is a **change from 2017 but the same as 2018** and reflects the requirement for crewed races organised by the RNSA.* For those that are unfamiliar with the Category 3 requirements, there is a simple check-off list on the web. It is the responsibility of the competitor sailing the race to make sure that Category 3 requirements are met, and while compliance inspections are possible, individual protests are not expected.

2. RISK ASSESSMENT

RRS 4 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 inherently involves an element of risk.

The Plymouth Branch of the RNSA has produced a risk assessment for the **management** of the single-handed series to ensure these events are conducted as safely as possible. The races are run with the minimum of management whilst yachts are on the water and therefore the need for **competitors to comply with the Sailing Instructions** is a key part of the risk assessment. An extract of the Executive Summary of the Risk Assessment is below:

Single handed sailing by its very nature is a hazardous activity. The conduct of the vessel and the management of any risks for those partaking in the races is the sole responsibility of the skipper. The decision to partake in a race will include such factors as weather conditions, skipper's experience and suitability of the vessel for the anticipated conditions.

3. COMPLIANCE

The RNSA reserves the right to carry out an inspection of any competitor. Failure to comply with the requirements of these instructions may lead to a disqualification.

4. CLASSES

All yachts in this single-handed series race in the **same** National Handicap for Cruisers (NHC) class. To enter a valid RYA National Handicap Cruiser (NHC) number is required. For 'one off' yachts, the PPSA Handicapper can assist in providing an initial NHC number. Yachts in this series are to fly Pendant One from the backstay, whilst racing. Please see Entry Form attached with covering email, **noting that payment for the race fees and berthing kitty is only by BACS this year.**

5. HANDICAPS

The current RYA NHC Base List is used as the datum. After each race the handicap is adjusted in accordance with the latest update of the HALS programme. The starting handicap for 2019 will be the handicap that you finished the 2018 series with. New joiners will start on the NHC Base handicap for their class of boat. The Base handicaps for most classes are listed in a link from the RYA website.

Please note, the handicap allocated is solely for the RNSA Plymouth Branch Single-Handed series and is not to be used for any other races (unless specifically stated in other club's SH races). Any enquiries with respect to single-handed handicap are to be addressed to the Single-Handed Race Secretary. If you miss a season you will re-join the series on your base handicap.

6. STARTERS

To rank as a starter, the entry fee for the race, together with a completed Entry Form, must be with the Single-Handed Race Secretary at least **two weeks before the start of the race**. **To reduce the administration, it is highly desirable that you book the races that you intend to enter before the series starts.**

7. STARTING LINES

There are two starting lines, both inside the Plymouth Sound:

a. Breakwater West Start

i. This is a Committee Boat start on a line between the **Breakwater Light** and **Queen's Ground Buoy**. The 'Committee Boat' [if one is available] will be in line with the Breakwater light and the Buoy, to the west of the Buoy.

ii. The 'Committee Boat' will usually be 'Paranoah' (a white Sigma 33). The Committee will be Edward Murray, normally accompanied by one or two assistants. On occasion when the committee boat is not available, the race will be started by the Race Officer (normally Single-Handed Secretary) from his yacht.

iii. Yachts are to report their presence to the starter on **VHF Channel 69, before the 10 minute signal**. This is important as it is the only way the Race Officer (normally Neil Moffatt) knows precisely who has **started and needs to be accounted for at the finish (see paragraphs 9 and 10)**.

iv. There will be a **Warning** signal at **10** minutes, **Preparatory** signal at **5** minutes and **Start**. Each signal will be announced by the Committee Boat on **VHF Channel 69, using GPS time**. Please note the 10/5/Start sequence is a conscious modification to RRS 26 in order to discourage 'over competitive behaviour' at the start line.

v. In accordance with the RRS, engines are not to be used for propulsion after the Preparatory signal (5 minute).

b. Breakwater East Start

i. This is a Committee Boat start on a line due **East of Duke Rock Buoy**. The Committee Boat will be stationed to the west of the Buoy.

ii. Remainder of arrangements as Breakwater West Start.

8. PROTESTS

Aggressive use of the racing rules (and boat handling) is discouraged, so it is not expected that Single Handers will wish to protest each other. Please be aware the start is always a risky area and things can happen quickly, so leaving more 'water space' than in crewed racing is strongly advised. The offer of a convivial drink after the race is considered the more effective remedy for any inconvenience suffered. However, should a protest be considered necessary, such protest must be made in writing on the back of a £50 note. After the protest has been considered by a refreshed Race Committee (Race Officer + one other RNSA member), the money will be donated to the RNLI.

9. DECLARATIONS

All yachts are to take their own **FINISHING TIMES – IN TIME OF DAY- TO THE NEAREST SECOND**, and make an estimate of the time (in minutes) ahead/astern of yachts finishing ahead and astern. To ensure accuracy, your times must be taken from your GPS.

The yacht's name and finishing time, yacht ahead and yacht astern should be passed by text message to Telephone number **07962 111763**, the Single-Handed Race Secretary [Race Officer/Organiser] **and** to Neil Pearson **07932 875982** as a back-up. If the Race Officer is not Neil Moffatt, the name of the Race Officer and his mobile number will be emailed out prior to the race.

Finishing times should be with the race organiser within **one hour** of crossing the finishing line. By sending in your finish time, it also most importantly informs the Race Officer that **you have arrived at the destination port** (see below for retirements).

10. RETIREMENTS

Any yacht which retires is to inform the Race Organiser:

- a. Text **07962 111763 (or nominated Race Officer's mobile)**. This should be as soon as possible after **turning engine on** for propulsion.
- b. To race officer on VHF Channel 16/69, but it must be remembered that he may not be at leisure to respond as he is also sailing.
- c. Though not preferred, through another competitor
- d. As a last resort: **The Longroom**, Plymouth by VHF or telephone: **01752-836528** which can also be connected through: **01752-553740** (Naval Base Exchange).

IT IS MOST IMPORTANT THAT ALL RETIREMENTS ARE NOTIFIED, SO THAT ALL STARTERS CAN BE ACCOUNTED FOR (*In previous years, there have been a couple of instances where competitors failed to comply with this instruction (and had to be chased up), which caused unnecessary concern*).

11. TIME LIMIT

Irrespective of any suggested post race social events, there is no time limit on any these races. **If you are going to 'sit it out', get a message to race organiser by any means possible (see para above).**

12. PORT REGULATIONS

Where yachts are racing within the boundaries of a port, they are to comply with such regulations as may be in force within that port. In particular, regulations regarding

interference with the safe navigation of HM Ships and other large vessels must be strictly observed. To assist, the Race Officer contacts QHM on the morning of the race so that he is aware of any ship movement; this information (if required) is then passed to competitors via CH 69. Any breach of such regulations may result in the yacht concerned being disqualified from the race in which she was sailing at the time or, if the breach is considered serious, such other races as the Race Committee may decide.

13. OWNERS' RESPONSIBILITIES

It is the Owner's responsibility that Form CG66 is lodged with the Coastguard before each race (season).

14. INSURANCE

It is the responsibility of the competitor to ensure that sufficient insurance cover is in force for the duration of a race to cover all possible claims. This should be at least the amount recommended by the RYA.

15. SAIL NUMBERS

Each yacht taking part should endeavour to display a unique identification number for that yacht on the mainsail. Any other sail hoisted is not to display a number different from that of the mainsail.

16. SELF STEERING

Self steering apparatus may be used whilst engaged in a RNSA organised race, but a proper watch must be maintained whilst the yacht is racing.

17. PROPULSION AND OTHER AIDS

Yachts may be propelled by sail or by the efforts of the crew. The use of motors, whether inboard or outboard, is not allowed, except for generating electricity. If you turn your engine on for propulsion, you must retire.

18. PRIZES

There is a prize for each race and an overall trophy for the series. If four or more races are run, there will be one discard. In addition, each skipper who completes **three** or more races in the series will receive an engraved glass at the Annual Prizegiving (usually November). In addition there is the prestigious Robin Lloyd-Williams trophy, which is awarded to the competitor, who is deemed by the Single-Handed Secretary to have contributed the most to the series over the season.

19. BERTHING/SOCIAL

Berthing. Due to the large number of boats, group berthing is pre-arranged with the appropriate harbour master. Group berthing is an integral part of the single-handed series, so if you wish to partake in the single-handed races, **you need to be in the scheme**. The advantages of being in the scheme is that on average you get approximately a 15% discount and the Single-Handed Secretary takes care of all the berthing costs/liaison with HMs etc. It also makes matters simpler for the harbour master and hence they are more accommodating. Additionally, you must berth in the allocated place (advised by covering email for each race). If you already have a berth, in say Salcombe, you do not need to

include this in your berthing fees on your Entry Form. If you not going to berth in the destination harbour (eg 'hook round' finish line), please advise Race Officer by text/email before the race.

As per previous years, the Mayflower Marina pre-race have offered concessionary berthing offer in the scheme. So, if you intend to use it, add £10 per night/race (one night only per race) if your boat is less than 30 ft (9.1M) or £15 if over 30 ft.

To enter a race you must have enough in the Berthing Kitty to pay for you berth(s).

Social. It is traditional in the single-handed series that the skippers meet up after each race (normally in a local yacht club), which is in keeping with the series ethos of 'sail alone, drink together'. The time and place will be in the covering email for each race.

20. DISCLAIMER

The safety of a yacht and her entire management including insurance shall be the sole responsibility of the competitor racing the yacht, who must ensure that he/she and the yacht are adequate to face the conditions that may arise in the course of the race.

The race organisers shall not be responsible for any loss, damage, death or personal injury, however caused to the skipper as a result of his/her taking part in the race or races. Moreover, by starting a race, every competitor warrants the suitability of that yacht and its equipment for racing.

You will be asked to sign a formal Declaration in your Entry Form.

Please Note: With high winds forecast, the Race Officer (normally Single-Handed Secretary) may decide to cancel a race. However, if the race is not cancelled (but conditions are marginal), it is up to the individual skipper to decide whether the conditions are safe for him/her and his/her boat [RRS 4].

INDIVIDUAL RACE INSTRUCTIONS

TAKE YOUR FINISHING TIME AFTER EACH RACE

PLYMOUTH to SALCOMBE 1 - Saturday 11th May 2019

STARTING SIGNALS

0920 **First** sound signal
0925 **Second** sound signal
0930 **START** sound signal

COURSE

1. **Breakwater East Start.**
2. Thence by the most convenient route to....
3. Cross SALCOMBE finish line -
Peak of **LITTLE MEWSTONE** (off BOLT HEAD) bearing **270 deg (T)**

**Finishing Time in HOUR of day, MINUTES and SECONDS,
Yacht ahead, Yacht astern.**

PLYMOUTH to St MAWES - Friday 7th June 2019

STARTING SIGNALS

0920 **First** sound signal
0925 **Second** sound signal
0930 **START** sound signal

COURSE

1. **Breakwater West Start.**
2. Thence by the most convenient route to....
3. cross St MAWES finish line –

St ANTHONY HEAD Light bearing **090** deg (T).
BLACK ROCK BEACON bearing **000** deg (T) is the outer distance mark.

**Finishing Time in HOUR of day, MINUTES and SECONDS,
Yacht ahead, Yacht astern.**

PLYMOUTH to FOWEY - Saturday 6 July 2019

STARTING SIGNALS

0920 **First** sound signal
0925 **Second** sound signal
0930 **START** sound signal

COURSE

1. **Breakwater West Start.**
2. Thence by the most convenient route to...
3. cross FOWEY finish line -

RFYC's "Sail Shape" race mark situated about 1/2nm south-east of the entrance at 50N19.3 4W38, bearing 180 degrees true. [This is the same as last year but a change from 2017, as finishing in the harbour mouth was sometimes somewhat 'hairy' when single-handed]. The buoy is clearly shown on the Admiralty chart and is a reliable mark in that it has been regularly laid for as many years.

**Finishing Time in HOUR of day, MINUTES and SECONDS,
Yacht ahead, Yacht astern**

PLYMOUTH to DARTMOUTH - Saturday 10th August
2019

STARTING SIGNALS

0920 **First** sound signal
0925 **Second** sound signal
0930 **START** sound signal

COURSE

- 1 **Breakwater East Start.**
- 2 Thence by the most convenient route to
3. cross DARTMOUTH finish line –
CASTLE LEDGE BUOY bearing 090 deg (T).

**Finishing Time in HOUR of day MINUTES and SECONDS,
Yacht ahead, Yacht astern**

PLYMOUTH to SALCOMBE 2 - Saturday 7th September
2019. **NOTE: this race may be replaced by an off-shore 'round the
cans' race ending in The Yealm.**

STARTING SIGNALS

0920 **First** sound signal
0925 **Second** sound signal
0930 **START** sound signal

COURSE

- 1 **Breakwater East Start.**
- 2 Thence by the most convenient route to
3. Cross SALCOMBE finish line -
Peak of **LITTLE MEWSTONE** (off BOLT HEAD) bearing **270 deg (T)**

**Finishing Time in HOUR of day, MINUTES and SECONDS, Yacht
ahead, Yacht astern**