



# PENZANCE SAILING CLUB

(Recognised by R.Y.A.)

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1971

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**OFFICERS:**

**Commodore:** E. R. GUARD

**Vice-Commodore:** W. K. MATTHEWS

**Rear Commodore:** R. A. HILLS

**Hon. Treasurer:** Miss M. WALES

**Hon. Secretary:** K. G. HICKS

**General Committee:**

E. Botheras, E. Lever, E. Richardson, A. Schulof, R. Shorten  
A. Yates and Mrs. V. Matthews

## SAILING INSTRUCTIONS

1. **All races** will be sailed under I.Y.R.U. and R.Y.A. Rules, except Section 8 (Recalls), Section 18 (Entries), Section 20 (Ownership of Yachts), Sections 55 and 63(2) (Owner steering another yacht), and where these instructions differ.

2. **Class Flags** will be hoisted upon the ten-minute Warning Signal for each Class as follows:

National Osprey	-	-	Naval Numeral Flag Zero
Fireball	-	-	International Code Flag 'I'
International Enterprise	-	-	International Code Flag 'E'
'420'	-	-	'420' Class Flag
Mirror	-	-	International Code Flag 'M'
Handicap Class	-	-	International Code Flag 'X'

When more than one of the above classes is racing in its own separate race, the above will be the order of starting at five-minute intervals. Boats starting in later classes are requested to keep clear of the Starting Line until their own Class five-minute signal. When separate class racing is scheduled, the flying of Flag 'X' will indicate that all remaining classes are to start together.

**Special Note:** Committee may exercise discretion and start all or some classes together (even for scheduled separate races) if, in their view, the number of competitors does not warrant separate starts.

3. **Starting times:** Mondays and Thursdays: 7 p.m. All other races: 2.30 p.m. **Note:** for special events and Bank Holiday races, specific times will be arranged and announced.

4. **The Starting and Finishing Line** is the extension of an imaginary line joining the flagstaff on the Club balcony with the seaward edge of the dome on Market House, which building stands out clearly on the skyline. When starting, this line is to be crossed to seaward between the Inner and Outer Marks, which may not be on the line. When finishing, this same line should be crossed in the opposite direction.

**N.B.:** Crews may paddle at any time before they start, even after the Starting Signal, provided that they do so only on the harbour side of an imaginary line between the lighthouse and the Inner Mark, that they ship paddle before crossing the line formed by the extension of the Starting Line and the Inner Mark and shall then round the Inner Mark before starting. Boats taking advantage of this concession shall keep clear of all boats not paddling.

5. **Marks and Courses:** The Inner Mark (White Buff) and Outer Mark (Orange Buff) will lie as close as possible to the Starting Line. Of the other regularly used Marks, one will lie approximately one cable's length to seaward of Raymond Rocks, the second will be the green conical Wreck Buoy, and the third will lie approximately two cable's lengths beyond the Gear Pole.

International Code Numeral Pennants will indicate the course to be sailed, and will be accompanied by a Green Flag indicating that the Marks are to be left to starboard. If accompanied by a Red Flag, the Course will be sailed in the reverse direction and the Marks left to Port. Numeral Pennants indicating the Course to be sailed will be flown as follows:

Numeral Pennant '1'	-	-	Raymond and Wreck Marks
Numeral Pennant '2'	-	-	Raymond and Gear Marks
Numeral Pennant '3'	-	-	Wreck and Gear Marks

The Turning Mark for all courses between rounds shall be the Outer Mark.

The number of rounds to be sailed will be indicated by the flying of the appropriate number of International Numeral '6' Pennants.

## Sailing Instructions—continued

**Special Note:** If a Course using any other Marks than those specified is to be sailed, or if these instructions are to be varied, the International Code Numeral Pennant '4' will be flown and particulars of the variation and/or Course to be sailed may be obtained from the O.O.D. before launching.

6. **Recalls:** If any boat is across the Line at its Starting Signal, a second sound signal shall be made and the Class Flag(s) left at the dip until the premature starters return. The O.O.D. will, if possible, hail such offenders and will inform them, if he can, as soon as they have returned to the right side of the Line.
7. **Shortening of Courses:** Class Flag(s) and International Code Flag 'S' will be flown and two sound signals made to indicate that the race is to finish with the round about to be completed for the Class(es) shown. Flag 'S' flying alone indicates that the Course is shortened for all Classes.
8. **Time Limit:** The O.O.D. may abandon the race if it appears that no boat will finish within a reasonable time. Any boat finishing more than 30 minutes after the first of its Class to finish shall be deemed to have retired.
9. Two boats to compete to the satisfaction of the Committee, or no race.
10. **Protests:** In accordance with Rule 68, protests must be lodged in writing with the O.O.D. **within two hours** of finishing the race. Protests will be heard by the Committee as soon as possible upon receipt of 25p deposit, returnable unless the protest is deemed frivolous.
11. The method of Points Scoring shall be as determined previously by the General Committee.

### Special Notes on Insurance, Rescue and Safety:

- (a) All boats sailing under the Club's auspices must be insured at least for Third Party risks.
- (b) Crews are reminded to keep well clear of the R.M.V. Scillonian and the T.Y.V. Stella or any other large vessel at all times, but especially when they are manoeuvring in the Harbour approaches.
- (c) Attention is drawn to the I.Y.R.U. Racing Rules 1, 3, 12 and 58. Should a boat be in danger, the next boat astern or the nearest boat must be prepared to stand by and/or lend assistance until the danger is past.
- (d) In the event of any emergency, the O.O.D. or his nominee should dial 999 and ask for H.M. Coastguard Service. The nearest telephone kiosk is outside the snack bar which is opposite the Bus Station.