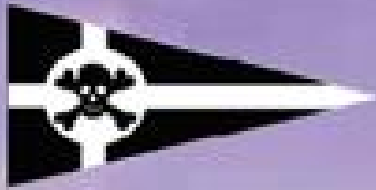


Penzance Sailing Club 2013



Member's
Handbook

Sailing
Instructions



Club Officers & Committee Members 2013

Commodore	Jeremy Gilbert
Vice Commodore	Margaret Keith
Rear Commodore Sailing (Cruisers)	Sam Kent
Rear Commodore Sailing (Dinghies)	Brian Aldgate
Rear Commodore House	Mike Matthews
Rear Commodore Training	Steve Paton
Hon Treasurer	Roger Stephens
Hon Club Secretary	Ray Darlison
Hon Sailing Secretary (Cruisers)	Simon Chapman
Hon Sailing Secretary (Dinghies)	Liz Munro
Hon Training Secretary	Timothea Cardell
RYA Training Centre - Principal	Steve Paton
General Committee	Terry Marks
	Ron Nako
	Joe Poynton
	Dave Barker
	Suzannah Kent
Bar Organiser	
Galley Organiser	
Cruiser Sailing Sub-Committee	
Chairman	Sam Kent
Hon Sailing Secretary	Simon Chapman
Committee	Peter May
	Chris Matthews
	Jean Hall
	Brian Richardson
	Andy Bedford
	Paul Whitehead
Cruising Fleet Captain	
Racing Fleet Captain	
Dinghy Sailing Sub-Committee	
Chairman	Brian Aldgate
Hon Sailing Secretary	Liz Munro
	Claire Edkins
	Katherine Sharp
	Oriel Marks
	Jeremy Williams
	Colin Stephens
	Dan Sell
	Liz Munro
	Derek Jones
	Eric Taylor
	Jeremy Stephens
	Mark Chadwick
	Ben Wilkinson
Co-opted	
Class Captains	
Handicap	
Laser	
Mirage	
Enterprise	
Larks	
Junior Representative	
House Sub-Committee	
Chairman	Mike Matthews
Committee	Robin Taylor
	Tony Cook
	Jeremy Boase
	Janette Burton
	Margaret Keith
	Committee - contact Ray
	Suzannah Kent
	...
	Jeremy Gilbert
	Ray Bliss
	Pauline Hannigan
Membership Secretary	
Social Events Organiser	
Pen Organiser (Dinghies)	
Pen Organiser (Cruisers) Team	
Handbook and Newsletter Compiler	
Hon Auditor	
Child Protection Representative	
Trustees	
Burr Cheek, Paul Kent, Roger Stephens, John Matthews	

Commodore's Introduction

Welcome to the new season. This year will see the Enterprise dinghies as a separate fleet and as a result the start sequence has changed a little. The Larks have already been out on the water practising over the winter on some beautiful days.

The persistent rain and then cold spells we have had prevented many cruiser owners from doing their routine maintenance early but most have caught up in time for lift-in. It would appear that the handicap system is in disarray this year but the cruiser committee have a cunning plan in the pipeline. A little patience is all that is needed.

Plans for the clubhouse renovation have moved on significantly and will be available to view during late April. Some work, such as the new Race Pod, could start this year but the majority will not begin until January 2014 subject to grant approval. I hope you all enjoy the season and the programme that has been put together for you.

Jeremy Gilbert, Commodore

Club Race Duties - A Brief Guide

All club events rely on members giving up a little time each year. We run a rota system to make this as fair as possible. The duty rota is published with this Handbook. Please double check the rota and put dates in your diary. Please arrive at least 1 hour before the race start (except for Galley/Bar). Below are some basic details about each of the duties.

Event Coordinator - Larger events ie. Regatta, Open Meetings, PASAB and Nationals will have an "Event Coordinator". This person will normally be shorebased and ensure smooth and safe running of the event. This person will work alongside the Race Officer(s) or be part of the race team but the Race Officer is ultimately responsible for running a race, and race safety. May be undertaken by any member with the approval of the Club General Committee.

Dinghy Race Officer - The Dinghy Race Officer has overall responsibility for running a race, and race safety. When cruiser racing (non-self timed) is taking place the Dinghy Race Officer acts as a shore contact and controls the start, finish and recording of results. May be undertaken by any member with the approval of the Dinghy Sailing Committee and/or General Committee. See the "PrSC Race Officer Manual" for more guidance.

Cruiser Race Officer - When cruiser racing is taking place the Cruiser Race Officer is responsible for setting the cruiser course and active management of the race (shortening or abandoning). The CRO is permitted to race within the fleet or stay ashore, as long as they are in constant radio range of the fleet wherever practical. May be undertaken by any member with the approval of the Cruiser Sailing Committee and/or General Committee. See the "PrSC Race Officer Manual" for more guidance.

Timekeeper - The timekeeper should work under instruction from the Dinghy Race Officer. Primary tasks are ensuring that all competitors sign in correctly, recording boat times and helping with race signalling. May be undertaken by any member with the approval of the Sailing Committees and/or General Committee. See the "PrSC Race Officer Manual" for more guidance.

Safety Boat Cox - The Safety Boat Cox should work under the instruction of the Dinghy Race Officer and be in charge of the safety boat. You should speak to the Dinghy Race Officer before going to sea to discuss the plan for the race. You should ensure that you and your crew are suitably dressed, have suitable personal buoyancy and that you and your crew sign in at the race desk. May be undertaken by any member with the approval of the Dinghy Sailing Committee and/or General Committee. They should be physically capable and suitable experienced and/or qualified. Speak to a dinghy committee member for more details.

Safety Boat Crew - The Safety Boat Crew work under the instruction of the Safety Boat Cox. You should ensure that you are suitably dressed and have suitable personal buoyancy. You should ensure you sign in at the race desk. This duty may be undertaken by any member with the approval of the Dinghy Sailing Committee and/or General Committee. You should be physically capable and suitable experienced and/or qualified. Speak to a committee member for more details.

2013 Subscriptions

	paid before 1 May	or after
FULL member	£55	£65
FAMILY member (one Full member & family)	£70	£80
STUDENT member	£25	
JUNIOR (includes 1 Adult non-sailing member)	£25	
OUT-OF-PORT member	£30	
TEMPORARY member	£25	
SOCIAL member	£30	
JOINING FEE*	£5	
ASSOCIATE CLUB membership to be agreed at time of joining		

Subscriptions are due on the 1st April. Please note: any discount shown above is only available on some fees and if paid before 1st May. *Joining fee does not apply to Junior, Out-of-port or Temporary membership.

If you would like to pay by standing order, a form is available from the Hon Treasurer, Roger Stephens.

Important: Members are reminded that all boats must be insured as per the Club's Rules and Sailing Instructions.

Dinghy Pen Fees

A form and details of dinghy and punt fee charges are available from Paul or Suzannah Kent

All boats and trolleys should be clearly marked with the owner's or boat's name and number. Road trailers should not be stored in the dinghy pens. Owners intending to put boats in the dinghy pens should contact Paul or Suzannah Kent who will allocate a pen sticker and space after payment of the appropriate fee to Suzannah (cheques made payable to Penzance Sailing Club). The pen sticker issued for 2012 should be firmly attached to the boat's transom or other visible area. Dinghy sailors are reminded that they will be charged for space in the Harbour Master's pen during the Frostbite series or winter by Cornwall Council.

Attention of members is drawn to the powers the Club Committee has, under Byelaw 2003/1*, to remove and dispose of any dinghies or other items on club premises which have been abandoned, are unusable or are in default of fee payment. *Details are posted on the club notice board

Rota 2013

Please look carefully at the Rota and make a note now of your duties. **If you are unable to undertake the duties you have been given, remember that it is your responsibility to arrange a swap of duty** in good time so all posts are covered. Then write in the change on the list on the Club Notice Board in the entrance and/or inform the Dinghy Committee. Only if all attempts to swap are unsuccessful should you let the Committee know by e-mail, phone or note. A list of phone numbers for those members doing duties accompanies the Rota.

2013 Sailing Calendar

Key to Events

Dinghy

Monday Series	M
Thursday Series	T
Combined Series	C
Weekend Series	W
Mid Bay Series	MB
Pursuit Series*	P
All Pursuit	ALL P.
Mirror Mates Series	MM
Mirror Single Handed Series	MSH
Frostbite	FB

Cruiser**

Evening One Series	E1
Evening Two Series	E2
Middle Distance Series	MD
Offshore Series	OS
Pursuit Series	P
Penzance Around Scilly And Back	PASAB
Non-series Race	NSR
Cornwall Offshore Group Series	COGS
Cruising Fleet Race	Cr. Fleet

* pursuit races are not part of the regular racing series and if for any reason a race is not held then any race on that day will not count towards a regular series. ** Races other than the evening series may need to be self timed

Other Races

Christmas Pudding Race	Logan Rock Race - end of E1
Diana Ladies Helm	Tolcarne Cup - end of E2
Long Distance Race	Under 18 Helm
Mousehole Pub Race	Novice Helm
Mary Wales	

Weekend Sails

Both dinghies and cruisers are welcome to take part in these events and are encouraged to do so.

The events include a sail to a beach, around the Mount or a visit to mousehole. Just bring a packed lunch. You don't have to own a boat to join in.

Timetable 2013

Date	HW	Ht	HW	Ht	Notes - My Duty Rota Days	Cruiser Event	Start Time	Dinghy Event	Start Time
March									
23 Sat	01:30	4.4m	14:06	4.4m		Lift In 1	08:00		
30 Sat	06:18	5.9m	18:42	5.7m		Lift In 2 (Car Park)	06:00		
April									
1 Mon	08:54	5.3m	21:18	5.1m		NSR	18:45	Easter Egg Race	17:30
4 Thu	12:24	4.4m						NSR	19:05
6 Sat	02:18	4.6m	14:54	4.6m		Lift In 3	07:45		
7 Sun	03:18	4.9m	15:48	4.9m		MD	13:30		
8 Mon	04:06	5.2m	16:30	5.1m				M1	19:05
11 Thu	05:54	5.5m	18:12	5.4m		E1	18:15	T1	19:05
14 Sun	07:36	5.2m	19:54	5.1m				W1&2	10:30
15 Mon	08:12	5.0m	20:30	4.9m		E1 + Cruising	18:45	M2	19:05
18 Thu	10:36	4.2m	23:12	4.3m				T2	19:05
20 Sat	13:06	4.2m				(COGS: Falmouth to Fowey)		W3&4	14:30
21 Sun	01:36	4.5m	14:12	4.4m		MD	12:00		
22 Mon	02:36	4.7m	15:06	4.8m				M3	19:05
25 Thu	04:54	5.7m	17:12	5.8m				T3	19:05
27 Sat	06:18	5.9m	18:42	5.9m		P	16:00		
28 Sun	07:06	5.8m	19:30	5.8m				W5&6	10:30
29 Mon	07:54	5.6m	20:18	5.5m	Bank Holiday	E1 + Cruising	18:45	M4	19:05
May									
2 Thu	10:48	4.6m	23:24	4.7m				T4	19:05
4 Sat	13:24	4.4m				Helford (COGS: Trinity Race)	10:30	W7&8	14:30
5 Sun	01:48	4.6m	14:30	4.5m		Helford	10:00		
6 Mon	02:48	4.8m	15:18	4.7m	Bank Holiday	Royal Star Race	13:30	M5	19:05
9 Thu	04:54	5.2m	17:18	5.2m				T5	19:05
11 Sat	06:06	5.3m	18:24	5.3m		P + Cruising	16:00	W9&10	14:30
13 Mon	07:12	5.1m	19:30	5.2m		E1	18:45	M6	19:05
16 Thu	09:18	4.6m	21:36	4.7m		E1 + Cruising	18:45	T6	19:05
17 Fri	10:06	4.4m	22:36	4.6m		Friday Cruise	18:30 (meet)		
18 Sat	11:06	4.3m	23:36	4.6m				Midbay (PZSC)	14:00
20 Mon	13:24	4.5m						M7	19:05

Timetable 2013

Date	HW	Ht	HW	Ht	Notes - My Duty Rota Days		Cruiser Event	Start Time	Dinghy Event	Start Time
<i>July</i>										
1 Mon	11:54	4.4m	00:24	4.5m					M13	19:05
4 Thu	02:30	4.4m	15:00	4.4m					T13	19:05
6 Sat	04:12	4.6m	16:30	4.8m			P	14:30	Midbay (MBSC)	14:00
7 Sun	04:54	4.8m	17:12	5.0m			MD	15:00		
8 Mon	05:30	4.9m	17:48	5.2m			E2	18:15	M14	19:05
11 Thu	07:12	5.1m	19:30	5.4m			E2 + Cruising	18:45	T14	19:05
12 Fri	07:48	5.1m	20:06	5.4m			Friday Cruise to Mousehole	18:00 (meet)		
13 Sat	08:24	5.1m	20:42	5.3m					Weekend sail (beach)	11:00
14 Sun	09:06	5.0m	21:30	5.1m			Wolf Rock	10:30		
15 Mon	09:54	4.9m	22:18	5.0m			E2 + Cruising	19:15	M15	19:05
18 Thu	13:12	4.7m							Ladies Race	19:05
20 Sat	03:00	5.0m	15:30	5.2m	COGS: Helford to Penzance		Regatta	TBA	Regatta	TBA
21 Sun	04:00	5.3m	16:24	5.5m			MBSC Regatta	TBA	MBSC Regatta	TBA
22 Mon	04:48	5.5m	17:18	5.8m					M16	19:05
25 Thu	07:12	5.7m	19:30	5.8m			E2 + Cruising	18:45	T15	19:05
26 Fri	07:54	5.5m	20:18	5.6m			PASAB - Leg 1	20:00		
27 Sat	08:36	5.2m	21:00	5.3m			PASAB			
28 Sun	09:24	4.9m	21:48	5.0m			PASAB - Leg 2	09:00	W15&16	10:30
29 Mon	10:12	4.6m	22:36	4.7m			PASAB - Leg 3	09:00	C1	19:05
31 Wed	12:06	4.2m	00:42	4.2m						
<i>August</i>										
1 Thu	13:18	4.2m	19:54	2.2m			E2 + Cruising	18:45	C2	19:05
3 Sat	03:00	4.3m	15:24	4.5m			P PASAB Prizegiving	14:00 20:00	W17&18	14:30
4 Sun	03:48	4.5m	16:12	4.7m			MD	14:30		
5 Mon	04:30	4.7m	16:48	5.0m					C3	19:05
8 Thu	06:12	5.3m	18:30	5.5m			E2	18:15	C4	19:05
9 Fri	06:48	5.4m	19:00	5.6m			Friday Cruise	18:00 (meet)		
10 Sat	07:18	5.4m	19:36	5.6m	Cruise in Company Begins		P + Cruising	16:30	Weekend sail (beach)	11:00
11 Sun	08:00	5.3m	20:18	5.5m			Mullion Islands	10:00		
12 Mon	08:36	5.2m	21:00	5.3m			E2 + Cruising	18:45	C5	19:05
15 Thu	11:30	4.7m	00:12	4.6m			Cruise in Company Ends		C6	19:05

Dinghy Fleets 2013

LASER Fleet Captain: Richard Crowe 731150 - PY 1087, 1117 (rad), 1180 (4.7)

Owner	Sail No	Name	Colour Scheme
Brian Aldgate	77	-	White
PZSC x2	7704	One and All	Green/orange
Thomas Hickson	17871	Davy's Debt	Yellow
Phillip Bond	31143	Bowmoor	Dk Blue
Nick Downing	72544	Lubrication	Cream
Derek Jones	158375	-	Grey/White
Ben Whitby	77918	-	Dk Blue
Tim Cardell	85104	Coco-do-Mer	Red
Jeremy Taylor	91543	Candy Man	Yellow
Paul & Ba Whitehead	102669	Obsession	Orange
Peter Henshaw	122077	Sparky	Dark Blue
Alison Green	129988	-	Blue
Richard Crowe	138205	No Worries	Orange
Phil Mayo & Mary Gribble	138275	SOS	Turquoise
Peter May	147183	A-May-Zing	Grey
Clare Edkins	155858	-	Grey/white
Paul Kavanagh	156868	-	Purple
Sam Kent	164675	SW2	Grey
Harry Patten	177567	-	-
Neil Ruffell	177581	Que Sera	Grey

ENTERPRISE Fleet Captain: Jeremy Stephens 07813333010 PY 1117

Owner	Sail No	Name	Colour
Phil Mayo	240	Touch 'n' Go	White
Laurie Oakes	12976	Fenestella	White
Martyn Trahair	18014	Magic Roundabout	White
Jeremy Gilbert	21620	-	Blue
Colin Stephens	21647	-	Blue
Claire Edkins/Bern Irwin	22160	Where's e Going	White
Terry & Oriel Marks	22406	Mark IV	White
Jeremy Williams	22466	Comfortably Numb	White
Clare Knee	22467	Blue Chip	White
Jeremy Stephens	22652	That's Entertainment	White
Jeremy Stephens	19584	Nurses Flick	White
David Atherfold	-	Out of the Blue	White
Chris Smallman	21794	Fatal Attraction	Black

MIRRORS Fleet Captain: Eric Taylor 361914 PY 1385

Owner	Sail No	Name	Colour
Pat Beaghen	39695	Lady in Red	Red
Rebecca/Robert Knee	41116	Wet-n-Wild	Red
Debbie Shephard	46837	Evenstart	Blue
Stacey Ebel	56000	-	Blue
Colin Stephens	56771	Tweenie Boat	Yellow
Suzannah Kent	67506	Zelda 2	White
Vicky Howard	70101	Clair de Lune	White
David Williams	70176	-	Black
Eric Taylor	70526	Ambrose II	Green
Rebecca Stephens	70564	Gone with the Wind	Blue

Simon Chapman	70678	-	White
Lewis Carne	-	Chills	Lr Blue
Peter Menear	-	Liz	Blue
Phillip O'Neill	-	Ajax	Blue
PZSC - Club Mirror	-	-	Yellow
Jodi Stephens	70000	-	Red
Matt Geyman	42501	Swallow	White
Roger/Sarah Bingham	27249	-	-

HANDICAP Fleet Captain: Liz Munro 07776077076

Owner(s)	Sail No	Name	Class	PY	Colour
Ben Deighton	-	Whizzpopper	420	1100	White
Rachel Pegg	1454	-	Byte CII	1146	Red/White
Jeremy Gilbert	711	Courageous	Contender	982	Grn/Blk
PZSC - 3 boats	-	-	Feva	1210	White
Mike Williams	-	FIS	Equipe	-	Green
Steve Patten/Brian Aldgate	14945	Judgement Day	Fireball	975	-
David Bennetts	-	Bucks Fixz	Flying 15	1020	White
Peter Menear	1206	Dipper	Graduate	1141	Blue
Phil Bond	1002	Binky	Lark	1071	W/Blue
Simon Chapman	1496	WOTTA	Lark	1071	White
Daniel Sell	1948	Reasons to be Cheerful	Lark	1071	White
Felicity & Joe Chadwick	2264	Camembert	Lark	1071	White
Richard Crowe	2303	Little Bloo	Lark	1071	White
Becky Pastor	2327	About Time	Lark	1071	White
Mark Chadwick (Lark rep)	2347	Ermintrude	Lark	1071	White
Mike Williams	2510	-	Lark	1071	White
Des Menear	2268	Gritzly Bear	Lark	1071	Purple
Keith Wolf	9328	Glendermakin	Laser 2	1035	Light Grey
Mark Ampleford	-	-	Merlin Rocket	1004	-
Clare Thompson	3448	-	Merlin Rocket	1004	-
Ben Wilkinson	5720	Easy Over	Omega	1075	Grey/Wh
Tony Cook	-	Baby Ganslinger	Osprey	944	Blue
Jeremy Taylor/Jim Bodinnar	113	Wings	Osprey	944	Yellow
Peter Cormie	1004	The Think Tank	Osprey	944	Lr Green
Colin Stephens	1116	Lethal Weapon	Osprey	944	Pale Blue
Adam Ellery	1299	Georgia	Osprey	944	White
Adam Ellery	-	-	Phantom	1012	White
PZSC - six boats	-	-	Pico	1300	-
Peter Cormie	3-5	-	RS100	992	White
Jeremy Stephens	846	Smoke on the Water	RS200	1053	Grey
Liz Munro	850	-	-	RS200	1053
Grey	-	-	-	-	-
Sam Thompson	995	-	RS200	1053	-
Andrew Baker	432	Eycopes	Solution	1077	White
Jeremy Downing	403	-	Solution	1077	White
Phil Bond	31143	-	Topper	1313	Dk Blue
Robert Fishburn	5	Kittiwake	Wanderer	1150	Green
Tony Fenton	3340	Lark	Wayfarer	1101	White
Emily Nixon	7490	Haze	Wayfarer	1101	Green

Cruiser Fleet 2013

PsSC Group MMSI - 023200116

Boat Name	Class	Sail No.	MMSI	
About Time	Newbridge Virgo Voyager			Mike Williams
Aodus	30 Sq Metre			Richard Sadler
Athene	Hunter Horton 26	24		Colin & Annie Wilson
Balbride	GibSea 31'	W 412	232 004 013	Peter Wallace
Bewitched	Hunter Delta	34		Joe Poynton
Blue Chip	Seawolf 26	SW59		Des & Pauline Hannigan
Celroe Elizabeth	Lugger			Peter Morgan
Celtic Roamer	Hurley Alacrity			Sue & Simon Chapman
Cirrus	Gib Sea 76			Jeremy Boase
Cock Robin	Corlbee 21 Mk 1	137		Don Hobson
Daydreamer	Letmar 27	141	235025739	Volker Stock
Demolition	1/2 tonner			Mel & Mel Sharp
Disting	Hunter Delta 25	2746T	235025544	Paul & Ba Whitehead
Domo Soft	Open 6.5	500		Andrew Wood
Far Horizon	Hunter Horton 26	GBR1036L	235035664	Colin & Margaret Kiech
Free Spirit	Sadler 25			Dave Barker
Gemini Too	Hurley 22			Chris Burton
Gemma	Westley Fulmar	FR193	235022633	Terry & Ornel Marks
Grendel	Kelt 8.5	GBR7573	235015286	Mike & Mural Matthews
Gumfister	Hustler SJ32	K5562		Tiny Cook
High Time	Kelt 8.5	K8304Y	235036814	Peter Taylor
Honey Trap	Super Seal	93		David Willtams
Juno	Lugger			Gerry & Heather Gibbs
Karen Jane	Tankard 20			Dave Whitehurst
Katisha	Hunter 30		235084356	Richard & Janette Barton
Landback	Limbo 9.9			Allen Spencer-Smith
Lightwave	Atlanta Viking 29	AM		Robin & Molly Taylor
Merlin	Hunter Delta 25	69		Brian Aldgate & Steve Patten
Miriam	Woods Sagitta			Jeremy Gilbert
Orion	Hunter Duette	48		Ray Darlison
Out on a Limbo	Limbo 6.6	L130		Cedric Wynter & Ian Proot
Patricia	Hurley Silhouette Mk II			Simon and Angela Elliott
Pepsi	Hunter Duette			Paul Kneebone
Pili Pili	Hunter Sonata	421		Chris Thomas
Rambackle	MG34	K4456		Phillip O'Neill
Riff Raff	First Class 8	5107T		Chris Matthews
Sabrina	Sabee 27	192		Brian & Sylvia Johnson
Sarah J	Hunter Delta 25	49		Jean & Steve Hall
Sea Wyf	Vivacity 24			Peter and Pauline Bedford
Sealion	Super Seal			Joy & Alec Cole
Shooting	Hurley 22			T. Bailey, B. Clark, J. Downing
Sienna	Southerly 1000	GBR1018L	235025544	Peter May
Silverwind	Hunter Delta 25	GBR8425T	235011496	Sam & Paul Kent
Solo	Ecap 211	002		R Chiffers & N Lodey
Sooty	Frebird	K516M		Chris Firth
Toquilla Sunrise	Hunter Horton 27	17		Mike and Susan Winberg
Tickety Boo	Hunter Channid 32	K4326T		Brian & Norma Richardson
Turkana	Oceans 311			Cedric & Jane Wynter
Vera Maude	Caramaran One-off			Chris Firth
Whitewater	Westley Centaur 26			Kevin & Charlotte Lane

Dinghy Trophy Holders 2013

MIRROR

Overall	Lemon Hart Trophy	Eric Taylor, Jodi Stephens, Lauren Stephens
Monday Series	Monday Trophy	Eric Taylor & Lauren Stephens
Thursday Series	Thursday Trophy	Eric Taylor, Jodi Stephens
Combined Series	Combined Trophy	Eric Taylor & Jodi Stephens
Weekend Series	Saturday Trophy	Eric Taylor & Jodi Stephens
Frostbite	Scillonian Trophy	Simon Chapman, Evi Luckhurst
Frostbite U16	Gry Maritha Trophy	Jodi Stephens
Frostbite First Lady	Skybus Trophy	Suzannah Kent

LASER

Overall	Laser Shield	Peter Henshaw
Monday Series	Woodpecker Cup	Neil Ruffell
Thursday Series	Mayor's Cup	Ben Whitby
Combined Series	Penzance 420 Cup	Peter Henshaw
Weekend Series	Kittiwake Cup	Richard Crowe
Regatta	Laser Model	Tom Kliskey
Frostbite	Matthews & Son Cup	Neil Ruffell

HANDICAP

Overall	Penzance Plate	Steve Patten, Brian Aldgate (Fireball)
Monday Series	Solidworks Trophy	Steve Patten, Brian Aldgate (Fireball)
Thursday Series	Driveworks Trophy	Andrew Baker (Solution)
Combined Series	Combined Cup	Jeremy Stephens (Enterprise)
Weekend Series	Weekend Trophy	Liz Munro, Bern Irwin (RS200)
Regatta	No Trophy	Stuart Backhouse (Contender) MBSC
Frostbite	Mirror Trophy	Adam Ellery (Phantom)

PSZC OPEN MEETINGS

Mirror	Mirror Shield	Tom Cosier, Niamh O'Neil (Restronguet)
Laser	Laser Model	Nick Stoten (MBSC)

PSZC CLUB TROPHIES

Ladies Race	Diana Challenge Cup	Rebecca Kneec
Leading U18 helm	Franklyn Pool Cadet Cup	Ben Whitby
'Knockout' races for U15 sailors	Mary Wales Junior Cup U14	Kian Andrews
'Knockout' races for U18 sailors	Schools Cup U18	Ben Whitby
	Capsize Trophy	Dan Sell, Ryan Crawford
	Golden Pump	Jeremy Downing
Most Improved Helm (All fleets)	Rudder	Nick Downing (Laser)
Most outings in any boat	Quackers Trophy	Tony Cook
Student of the Year	Andy Schulof Trophy	Eileen Craig
Junior Student of the Year	Andy Schulof Trophy	Kian Andrews, Jodi Stephens
Christmas Pudding Race	The Burt Cup	Adam Ellery (Phantom)
Over 50 from all Fleets	Ancient Mariner Trophy	Eric Taylor
Mary Wales U18	Cadet Cup	

SPECIAL CLUB TROPHIES

Services to the Club	Frel Trophy	Paul Kent
Services to the Club U18	Penzance Youth Sailing	Rebecca Stephens
Rescue Boat	Bean Can Trophy	Peter Henshaw, John Lees
OOD Award	Race Officer Tankard	Katherine Sharp

Cruiser Trophy Holders 2013

PY FLEET

Overall	Cornish Mead Trophy	Disting
Evening 1	Emerson Cup	Disting
Evening 2	The Cole Cup	Riff-Raff
Pursuit	PZSC Shield	Disting
Mid-Distance	Carousel Cup	Disting
Offshore	Dunstan Cup	Laidback
Regatta	Gypsy Trophy	Disting

IRC FLEET

Overall	Poynton Bradbury Wynster	Disting
Evening 1	Daruma Cup	Disting
Evening 2	Direct Textile Cup	Riff-Raff
Mid-Distance	Penzance Cup	Disting
Offshore	Mel's Trophy	Gunslinger
Regatta	Cressar Cup	Disting

CRUISING FLEET

Overall	Cruising Shield	Orion
2nd	2nd place shield	Whitewater
3rd	3rd place shield	Katisha

SPECIAL TROPHIES

Under 18 Cruiser Helm	Cornish Ketch Cup	Harry Patten
Novice Cruiser Helm	Paddy Renouf Trophy	Kian Spowart
Tolcarne Cup	Tolcarne Inn Trophy 1st	Riff-Raff
Logan Rock Race	Logan Rock Trophy	Disting
Mouthole Pub Race	John Blewett Shield	Grendel
Penzance Regatta - PY Fleet	Gypsy Trophy	Disting
Penzance Regatta - IRC Fleet	Cressar Cup	Bewitched
Porthleven Race	Lady Hamilton Cup	Blue Chip
Penzance Regatta - Gaff Rig	Bottle of Wine	Not Sailed
Mounds Bay Regatta	No Trophy	Not Sailed
Cruiser Frostbite Challenge	A Hideous Trophy	

COAST TO COAST (Offshore)

Overall	Arthur Kerby Cup	Not raced
Penzance to St. Ives	Sloop Cup	Not raced
St. Ives to Penzance	Swordfish Cup	Not raced
Helford Race	Master Mariner's Trophy	Laidback
Mullion	Camilla House Trophy	Laidback
Wolf	Wolf Rock Trophy	Laidback
Runnel Stone	No Trophy	Gunslinger
Four Cardinals	No Trophy	Not raced

PASAB

Fastest Overall H/C Mono	Manzi Trophy	Typhoon 10 (R Bayliss)
Fastest Multihull	Chris Laughton Trophy	Addonnante (P Lillywhite)
Fastest Class 1 H/C Mono	PzSC Shield	Laidback (A Spencer-Smith)
Fastest Class 2 H/C Mono	Lairy Morrab Studio Troph	Typhoon 10 (R Bayliss)
Fastest Class 3 H/C Mono	Robinson Travel Trophy	Happy Return (MBLA)
Fastest Pz Boat H/C Mono	Row Trophy	Blue Chip (P Hannigan)
Fastest Pz to St Ms H/C Mono	Porthcressa Trophy	Typhoon 10 (R Bayliss)
Fastest Pz to St Mary's H/C Multi	Penwith Trophy	Pandemonium (J Nichols)
Fastest around the Islands H/C	Venus Trophy	Blue Chip (P Hannigan)
Fastest PzSC around Islands	Rainbow Trophy	Blue Chip (P Hannigan)
Fastest St Mary's to Pz H/C Mono	Bevill's Cup	Blue Chip (P Hannigan)
Fastest St Mary's to Pz H/C Multi	Tolvadden Trophy	Addonnante (P Lillywhite)
Fastest overall IRC	IRC Prize	Disting
Fastest Overall 2 Handed	Petit Bateau	Pandemonium (J Nichols)
Last Penzance Boat	Cobbler's Last	Silverwind
COGS Overall	COGS Trophy	Demolition (M Sharp)
Merit or Overall effort	Lanxon Trophy	Alec Cole (oldest competitor)
Junior Competitor	Colin Harrison Cup	James Brownfield

PASAB One

PASAB One Trophy

Hightime



Penzance Sailing Club - Sailing Instructions 2013

General - this section applies to all competitors

1. Rules

- 1.1. Racing will take place under the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) 2013 - 2016, these Sailing Instructions and appropriate class rules unless modified by a Notice of Race or Sailing Instructions for any specific event. In the event of a conflict with class rules these Sailing Instructions shall prevail (RRS 86.1).
- 1.2. For all events governed by these instructions advertising will be as described for ISAF Regulation 20.
- 1.3. In the case of discrepancies between copies of these sailing instructions the version printed in the current Penzance Sailing Club handbook and any published amendments made under SI 4.2 shall prevail.

2. Liability

- 2.1. The race organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew, as a result of their taking part in the race or races whether afloat or ashore. Moreover every competitor warrants the suitability of his boat for the race or races. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters.
- 2.2. The safety of a boat and its entire management including insurance, shall be the sole responsibility of the owner/competitor who must ensure that the boat is fully found, thoroughly seaworthy, and manned by a crew sufficient in number and experience who are physically fit to face bad weather. The owner/competitor must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.

3. Conditions of Entry

- 3.1. The competitor is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000 (two million pounds).
- 3.2. The provision of patrol boats does not relieve the competitor of their responsibilities.
- 3.3. The fact that the race committee may conduct inspections of a boat does not reduce the responsibilities of the competitor set out in these instructions.
- 3.4. The race committee may reject or cancel the entry of a boat which in its view is unseaworthy.
- 3.5. At least one member of the crew shall be a member of Penzance Sailing Club or shall have submitted an application form and appropriate fees. This alters RRS 75.
- 3.6. All boats shall carry a distinguishing number on the mainsail. The Dinghy or Cruiser Committee (as appropriate) may permit the use of sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G and given in the Sailing Handbook.

4. Notice to Competitors

- 4.1. Signals made ashore will be hoisted on the clubhouse flagpole.
- 4.2. Changes to Sailing Instructions will be posted at least 45 minutes before the advertised starting time.
- 4.3. Schedules of races and start times will be as in the club Sailing Programme. Additional events and changes to the scheduled events will be posted on the official notice board at least 18 hours prior to the start time of the event.
- 4.4. Notices will be posted on the noticeboard in the clubhouse porch.
- 4.5. Cruiser race courses will be posted on the notice board in the clubhouse porch

5. Signals

- 5.1. For starts from the clubhouse line the light sequence in Table 1 may be used with signals given as follows:
 - Cruiser - High PY (first start): 10 minute warning, 5 preparatory
 - Cruiser - Low PY (second start): 15 minute warning, 5 minute preparatory
 - Dinghies - signals given at 2 minute intervals.

This alters RRS 28.



























- 5.2. When the light sequence is not used, flag signals as shown in Table 1 will be used.
- 5.3. The starting times for Pursuit races vary from the times laid out here as detailed below.
- 5.4. Signal flags displayed over IC Flag "C" indicates the cruiser fleet only. Signal flags displayed over IC Flag "D" indicates the dinghy fleet only.

6. Postponements

- 6.1. A postponement may be signalled by two sound signals and the preparatory signal lights of all the postponed fleets being illuminated and flashed simultaneously. This alters RRS 29.3.

7. Recalls

- 7.1. Individual Recalls. A fleet preparatory signal light may be displayed in place of IC flag 'X'. This alters RRS 29.1.
- 7.2. General Recall. A flashing fleet preparatory signal light may be displayed in place of IC Flag First Substitute. This alters RRS 29.2.
- 7.3. In the event of a general recall the fleet that has been recalled will start at the end of the sequence, with the exception of the boats starting on the first cruiser start which will start on the second cruiser start. The first signal of this restart will be no later in the sequence than the preparatory signal of the fleet involved.

Lights Displayed	Flag alternative	Warning	Preparatory	Start	Mins to next signal
G  Y 		Slow cruisers/cruising			5
G  B 			Slow cruisers/cruising		5
G  W 		Fast cruisers		Slow cruisers/cruising	10
G  R 			Fast cruisers		5
None	None			Fast cruisers	1
ALL lights		Handicap			2
Y 	  	Enterprise	Handicap		2
B 	 	Laser	Enterprise	Handicap	2
W 	 	Mirror	Laser	Enterprise	2
R 	 		Mirror	Laser	2
None	None			Mirror	END

8. Starting

- 8.1. The Clubhouse Start Line shall be used unless otherwise signalled.
- 8.2. The Clubhouse Start Line will be between the orange triangle on the Clubhouse and for dinghies: a spherical red buoy (the Dinghy Outer Distance Mark or Dinghy ODM) and for cruisers: a yellow buoy to the east of the dinghy buoy (the Cruiser Outer Distance Mark or Cruiser ODM).
- 8.3. When laid no boat shall pass between the yellow inner distance mark (IDM) which shall be laid to the west of the two outer limit mark and the clubhouse when starting.
- 8.4. The Round-an-End Rule as defined in RRS 30.1 shall apply except that it will apply from the first warning signal of the whole starting sequence. This alters RRS 30.1
- 8.5. When two races are scheduled together the second race will start as soon as possible after the first.

9. Finishing

- 9.1. The Clubhouse Finish Line shall be used unless otherwise signalled or indicated in these sailing instructions.
- 9.2. The Clubhouse Finish line is defined identically to the Clubhouse Start Line.
- 9.3. When laid no boat shall pass between the inner limit mark and the clubhouse when finishing.
- 9.4. After dark, cruisers shall illuminate their sail number when finishing.
- 9.5. The Race Officer may award a finishing position to boats which are still racing for a fleet not racing on handicap. The decision of the Race officer is final and will not be grounds for competitors to seek redress.
- 9.6. Once a boat has finished she should not re-cross the line. The ODM (for their class of boat) should be left to starboard or the IDM to port.

10. Protests

- 10.1. Protests shall be lodged with the Race Officer or a Sailing Committee Member within 60 minutes of the last boat finishing in its class.
- 10.2. Protest forms are available from the Race Desk.

11. Scoring System

- 11.1. The Low Point System of scoring will be used as in Appendix A 4.1 with the following amendments (these alter RRS Appendix A 4.2):
 - DNF, RAF - Number of boats scored as competing boats in an individual race + 1
 - DNS, OCS - Number of boats scored as competing boats in an individual race + 2
 - DSQ - Number of boats scored as competing boats in an individual race + 3
 - DNC - Number of boats scored as competing boats in an individual race + 3 for dinghy OR the maximum number of boats competing in any one race during the series + 3 for cruiser.The starting area is defined as the water north of the start line and west of the Cruiser Outer Distance Mark on the clubhouse start line.
- 11.2. Discards allowed for all Club Series are as follows: 1 - 3 races 0 discards, 4 - 7 races 1 discard, 8 - 9 races 2 discards, 10 - 11 races 3 discards, 12 - 13 races 4 discards, 14 - 15 races 5 discards, 16-17 races 6 discards, 18-19 races 7 discards, 20-21 races 8 discards.
A series is constituted for a boat when it counts as a starter in half plus one of the races sailed in

that series; rounded down if necessary to a whole number.

Overall trophies are determined by the sum of the positions obtained from the primary series, including series for which the boat is ineligible for a prize without discard of any series.

The primary series for Cruisers are Evening 1, Evening 2, Offshore, Middle Distance and Pursuit and for Dinghies are Monday, Combined, Thursday and Weekend.

Where a member acquires an alternative boat within a class, they may apply in writing to the relevant Sailing Sub Committee to request to transfer results to the new boat.

- 11.3. Average points are calculated as the mean average points of all races sailed in the series by the member and can be claimed when the member:

Undertakes a scheduled rota duty (excluding Cruiser Race Officer duties and galley duties during the weekend series)

Is specifically asked by the Dinghy Race Officer to undertake a duty

Takes part in training activities as sanctioned by the Training Group

12. PY Handicaps

- 12.1. The RYA Portsmouth Yardstick Scheme (PY) as set out in the current Royal Yachting Association (RYA) publication YR2 will be used for the Cruiser fleets with the following amendments:
- 12.2. A boat without a current PY, SY or RN number listed in YR2 shall be allocated a club number (CN) by the Sailing Sub Committee using all available information that is brought to their attention.
- 12.3. CN numbers may be adjusted at such intervals as determined by the Sailing Sub Committee.
- 12.4. Any changes that are made that could materially affect the performance of the boat should be reported to the sailing committee before the boat races again.

13. Local Variations

- 13.1. Boats may use sails other than those meeting the appropriate class rules in normal club racing providing prior permission is granted by the appropriate sailing sub committee.
- 13.2. All boats shall keep clear of Scillonian III and Gry Maritha on their approach or exit from Penzance Harbour. Any boat failing to keep clear shall be subject to instant disqualification without hearing by the Dinghy Race Officer. This alters RRS 63.1

Dinghy - this section applies to dinghy competitors

14. Dinghy Conditions of Entry

- 14.1. All competitors must wear adequate personal buoyancy at all times when afloat. Neither a wet suit nor a dry suit constitutes adequate personal buoyancy. Inflatable type buoyancy aids will not be considered adequate unless fully inflated. Failure to comply will result in automatic disqualification. This alters RRS 40.
- 14.2. All competitors must ensure that their boat has adequate built-in buoyancy and may be asked to demonstrate this at any time.
- 14.3. Under 18s may participate in club sailing and related activities only when a valid Parental/Carer consent form for the current year has been signed and lodged with the Club.
All under 11s shall be supervised by a responsible adult (18 years or older) at all times during Club activities. This adult must either be the child's parent or carer or a person that has the parent or carer's agreement.

14.4. Competitors shall ensure that names of the helm and crew are entered on the race sheet and the skipper, or if under 11 the responsible adult, shall sign the race sheet. Any competitor not complying with this procedure will be scored as DNC without a hearing. This adds to RRS 63.1.

14.5. If IC Flag "U" is displayed, no dinghy shall leave the launch area until the flag is removed. If a dinghy has already launched the dinghy shall endeavour to return to the launching area. Failure to do so may lead to disqualification from any subsequent race without a hearing.

15. Course Setting

15.1. The Course shall be denoted by a board displayed on the balcony with either an A (Triangle) or B (Olympic) as defined in Appendix A. Course B will only be used when the 1st or 3rd leg of the triangle is the intended beat.

15.2. The direction of the course may be signalled by a red or green board. This could be addition or replace the corresponding flag.

15.3. IC Numeral Pennant 4 will signal that the race officer has defined an alternative course with details posted at the race desk. See Appendix A for alternative courses.

15.4. The number of laps for all classes will be displayed from the clubhouse. However handicap boats with a PY of less than 1000 will sail two laps more than displayed and Mirror and training boats will sail one lap less than displayed.

15.5. In the case that Course B (Olympic) is used, boats in the handicap fleet shall sail an even number of rounds. If SI 15.4 indicates that a boat shall sail an odd number of rounds this number shall be rounded up to the next even number.

15.6. When the 1st boat of any class finishes all other boats in this class shall cross the finishing line at the end of the lap they are sailing (or the end of the next even number lap in the case of Course B).

15.7. Course marks for dinghies are orange cylindrical inflatable buoys unless otherwise stated.

15.8. The Race Committee may decide that a mark should be moved after the start to maintain a good course. There may not be any notification of this; however the Race Officer will endeavour to cause as little disruption as possible. This amends RRS 33.

15.9. On occasions the race officer may reverse the direction of the course. This may only be done after 1 lap has been completed.

16. Dinghy Scoring

16.1. All Laser helms shall race in the Laser class whether rigged with Full sail, Radial sail or 4.7 sail with no variation in handicap.

16.2. Counting laps (dinghy handicap races only). When calculating average lap times the first lap will be counted as one third, two thirds or a whole lap whichever is appropriate.

17. Groups within Fleets

17.1. Laser Radial / 4.7 Rig Group: Laser Radial/4.7 rigs may form a Group which shall sail the same course as the Laser fleet.

17.2. A boat shall sign on as a Radial/4.7 and to qualify as a Group they shall use the same rig for at least half plus one races in a series.

17.3. A minimum of three boats must compete to constitute a series.

17.4. This Group will also be scored as part of the Laser Fleet.

17.5. Other Class groups may be formed at the discretion of the Dinghy Sailing Committee and they

shall sail within their Fleet as described in 17.2, 17.3 and 17.4.

18. Junior Group

18.1. Junior helms and crews under 18 years old on 1st April of the season in question may form a Group whilst sailing in any class of boat.

18.2. The helm and crew shall sign on the Race Sheet as Juniors and to qualify as a Group shall do so for at least half plus one races in a series.

18.3. A minimum of three boats shall compete to constitute a series. Boats will be scored on PY handicap, finishing times will be taken for all Junior competitors.

18.4. This Group will also be scored as part of their Fleets and shall start with these fleets. The number of laps will be the same as for the main Fleets.

19. Committee Boat Starts

19.1. When a committee boat start is used the start sequence will be in accordance with RRS 26 with all fleets starting together. This alters the normal start sequence as detailed above.

19.2. The Warning signal will be IC Numeral pennant 3rd Sub.

19.3. When a committee boat start is used the course may not consist of whole laps due to not starting at, but finishing at the clubhouse line. For the purpose of counting laps the first lap is completed when rounding the turning mark nearest the finishing line for the first time.

20. Shortening Courses

20.1. The dinghy course may be shortened to finish at the clubhouse start and finish line.

20.2. A shortening of course will be signalled by the display of the appropriate class lights along with two sound signals which may be repeated to draw attention to the signal. All class lights illuminated indicates that the course is shortened for all classes.

20.3. At the Race Officer's discretion, IC Flag 'S' superior to the flag(s) of the class(es) to be shortened may be displayed in addition to the above signal. The 'S' flag if displayed alone indicates that the course is shortened for all classes.

20.4. The course may be shortened at any course mark by a safety boat acting on the authority of the Race Officer. A safety boat will make the flag and sound signals described above.

21. Change of Course

21.1. If the course is changed on the instruction of the race officer then neither a compass bearing nor any indication of a change of leg length will normally be given. This changes RRS 33.

22. Abandoning Races

22.1. A race may be abandoned by displaying an orange flashing light from the clubhouse and/or a safety boat with three sound signals. This alters RRS 27.3.

22.2. Safety boats may also display abandon race signals (flag N over H or N over A with three sound signals).

23. Time Limits

23.1. The time limit shall be 30 minutes after the first boat of the fleet finishing. This alters RRS 35.

Cruiser - this section applies to cruiser competitors

24. Cruiser Conditions of Entry

24.1. For a boat to be eligible to race in the current PtSC Cruiser events a valid entry form must be completed by the owner and the entry form to have been received by the Hon. Secretary (Cruisers) prior to the scheduled race or series of races that the boat wishes to enter.

24.2. Boats shall be equipped with a VHF radio capable of receiving Channel M1.

- 24.3. For all self-timed races (ie. Races other than Evening 1, Evening 2 and Regatta) competitors shall ensure that they have a person ashore who is aware of their intention to go to sea.
- 24.4. For all races (except self-timed races) competitors shall ensure that the name of the boat, sail number and number of persons on board is entered on the correct race entry sheet at the race desk. Any competitor not complying with this procedure is liable to disqualification without a hearing. This adds to RRS 63.1.
- 24.5. Cruisers are permitted to use automatic steering.
- 24.6. Each competitor shall complete form CG66 and submit it to HM Coastguard.
- 24.7. Any changes to equipment that may materially alter a boat's performance must be notified to the Cruiser Race Committee.

25. Start Times

- 25.1. There are two cruiser start signals/times for all races (excluding pursuit races). The first start time is that published in the club handbook with the second start 10 minutes later (see SI 5).
- 25.2. Competitors taking part in the "Cruising Race" should start on the first start signal as published in the club handbook.
- 25.3. The start time of all boats shall be determined by its current PY number. The details of which start signal each boat should start on will be published with the current PY Numbers.
- 25.4. In the event that a boat is given a choice of which start signal to start on (this information will be posted with the handicaps if applicable), that boat shall start on the same signal for each race in that series and declare which start signal they will be using to the Cruiser Committee before sailing in that series.

26. Course Setting

- 26.1. Cruiser Course setting is the responsibility of the Cruiser Race Officer or a nominated deputy. In their absence, the following people may act as Race Officer in order of preference: Rear Commodore (Cruisers), a member of the Cruiser Sub Committee, any skipper.
- 26.2. A separate course may be set for the "Cruising Race" fleet.
- 26.3. The race course shall be posted on the noticeboard in the clubhouse porch at least 45 minutes before the start of the race. If not posted at this time it is the responsibility of the Cruiser Race Officer to transmit the course on Channel M1 at the Warning Signal AND the Preparatory signal.
- 26.4. A cruiser course may not be changed once posted unless considered dangerous or over-length by a flag officer and then only before the Preparatory Signal. Any changes will be notified on Channel M1, at the Warning Signal AND the Preparatory signal.
- 26.5. Gear pole is not to be used as a turning mark and Cressar and Ryeman poles are to be passed to seaward on any course.
- 26.6. Mount and Ryeman shall not be used as the first mark of a course, except for pursuit races.
- 26.7. The positions of race marks are listed in Appendix B.
- 26.8. 'Standard' set courses have been defined for differing wind directions and strengths and can be referred to by the Cruiser Race Officer and communicated to all competitors. The courses are listed in Appendix C.

27. Special Finishing Lines

- 27.1. The clubhouse finish line will be used except as follows or otherwise signalled.
- 27.2. For cruiser pursuit races the finish line is defined as an imaginary line from the previous mark extending beyond the finishing mark. As a signal to those following, each boat shall make, with due regard for seamanship, a 360° turn as soon as reasonably possible after finishing (Figure 1).
- 27.3. For cruiser Offshore and Middle Distance races the finishing line is formed by a transit extending from the southern edge of St. Mary's Church Tower (conspic) and the northern edge of the Lighthouse on the South Pier.

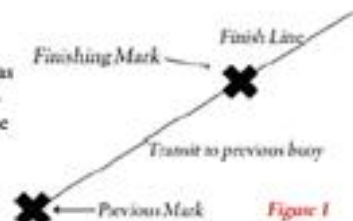


Figure 1

This line shall not be crossed to the East of an Outer Distance Mark (small yellow buoy) that is positioned due south of Western Cressar Cardinal Mark approximate on the above transit.



28. Shortening Courses

- 28.1. The course may be shortened to finish at any rounding mark with the finishing line defined as for a pursuit race.
- 28.2. The decision to shorten course shall be made by the Cruiser Race Officer. The course must be shortened before such rounding mark is reached by any boat (excepted when SI 28.3 applies). The decision to shorten course shall be communicated on VHF Channel M1. Failure of a boat to hear this message will not in itself be considered grounds for redress.
- 28.3. During an Evening 1 or Evening 2 race all boats shall time their rounding of any marks after 90 minutes from the published start time (the rounding time taken as the boat crosses the line defined in SI 28.1). After 90 minutes, but before any boat has finished, the course may be shortened to any mark that had not been reached by 90 minutes regardless of whether at the time of shortening boats had subsequently rounded that mark.
- 28.4. In the event of a shortened course, competitors shall radio their time to the clubhouse or if this is not possible, record their finish time and submit a time-slip as for a self-timed race.

29. Abandoning Races

- 29.1. The decision to abandon a race will be made by the Cruiser Race Officer.
- 29.2. The decision to abandon a race will be communicated on VHF channel M1.

30. Time Limits

- 30.1. The time limit shall be 40 minutes elapsed time for every hour (pro rata) of elapsed time that the leading monohull takes to complete the course.

31. Pursuit Races

- 31.1. A cruiser's start time for pursuit races shall be calculated by adding $(150 - (\text{PY Number} + 10))$ minutes to the programmed start time rounded to the nearest second. Eg. for a PY of 1100 and a published start time of 1430: first calculate $(150 - (1100 + 10)) = 40$, you therefore start 40 mins after 1430 ie. 1510.
- 31.2. The finishing mark is defined as the first mark the lead boat passes after the "Bogey Time".
- 31.3. The "Bogey Time" is 140 minutes after the published cruiser start time.

32. Self-timed Races

- 32.1. For self-timed races boats shall post a time slip in the box provided in the clubhouse foyer within 24 hours of finishing or within 24 hours of finishing the final race for passage races.
- 32.2. To be valid the time slip shall include the following information: Boat Name, series, date, race start time, boat start time*, finish time, skipper's signature. The name of the boats immediately ahead and astern, if known, are not mandatory but are a considerable aid to the time keeper for clarifying positions in the race.
- * It is essential for handicap calculations that if a boat starts more than 30 secs later than the scheduled race time that this is marked on the time slip for self-timed races.

33. IRC Rating

- 33.1. Any boat wishing to compete under IRC shall present a valid in-date IRC certificate to the Cruiser Sub Committee prior to racing in the series in which she wishes to compete.

34. Penzance Yardstick (PrY)

- 34.1. Competitors wishing to take part in the "Cruising Race" should notify the Cruiser Sailing Committee in advance so that they can be allocated a PrY.

Note: The ISAF Racing Rules of Sailing are available in the Race Desk or can be downloaded from the ISAF website: www.sailing.org

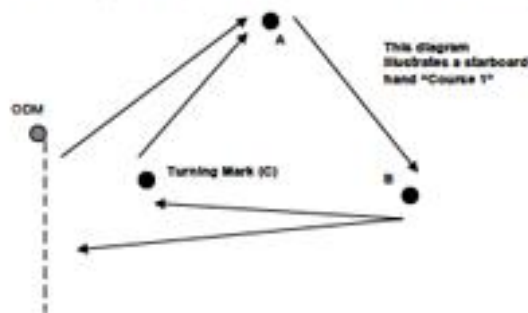
Appendix A - Dinghy Courses

Course A – Triangle

This course is to be used unless otherwise signalled

A triangular course.

The turning mark may be ignored on the first and final legs of the race.



Example 4 Round Course:

Start

A, B, C (round 1)

A, B, C (round 2)

A, B, C (round 3)

A, B (round 4)

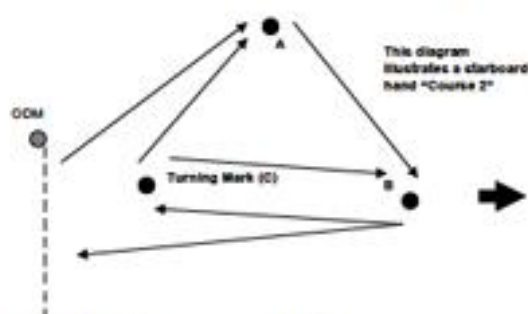
Finish

Course B – Old Olympic

A triangular course. On even numbered rounds boat may miss out the wing mark.

Handicap boats must complete an even number of rounds.

The turning mark may be ignored on the first and final legs of the race.



Example 4 Round Course:

Start

A, B, C (round 1)

B, C (round 2)

A, B, C (round 3)

B (round 4)

Finish

Appendix B – Cruiser Marks

The Cruiser Racing Marks are Yellow Marks positioned in Mounts Bay in the following positions (positions given in WGS84 datum).

These booya are also marked on all new charts of Mounts Bay.

ODM - 50° 07'30 N, 005° 31'48 W

Gear Mark (NOT Gear Pole) - 50° 06'55 N, 005° 31'45 W

Prom Mark - 50° 06'63 N, 005° 32'03 W

Newlyn Mark - 50° 06'33 N, 005° 32'48 W

Central Mark - 50° 06'25 N, 005° 30'30 W

Midbay Mark - 50° 05'70 N, 005° 29'35 W

Mount Mark - 50° 06'92 N, 005° 29'00 W

Ryeman Mark (NOT Ryeman Pole) - 50° 07'11 N, 005° 30'33 W

Appendix C - Set Cruiser Courses – 2013 Version 1

As Race Officer you can choose to set your own course for the prevalent conditions OR select one of the set courses from the table below.

The courses below are designed to be used in particular wind conditions. For example, all of the courses in the column headed NW are designed for winds coming from the NW and the further you go down the column the longer the course.

If you use the course below simple write the wind direction followed by the course number i.e. "NW/5" refers to the fifth standard course in the NW column or "S,P1" refers to the first pursuit course in the S column.

Each mark should be left to either Port or Starboard as indicated in brackets.

Standard Courses

	N	NE	E	SE	S	SW	W	NW
1	G(P), (P), G(S), Fin	G(P), (P), G(S), Fin	G(P), (S), C(S), Fin	C(P), (P), Fin	G(P), (P), G(S), Fin	G(P), (P), G(S), Fin	C(S), (S), R(P), Fin	G(P), R(P), Fin
2	G(P), (S), C(S), Fin	G(P), C(P), R(P), G(S), Fin	G(P), C(P), M(P), R(P), G(S), Fin	C(P), M(P), Fin	G(P), R(P), C(S), Fin	G(P), C(P), R(P), G(S), Fin	G(S), N(S), P(S), C(P), R(P), Fin	C(P), G(S), R(P), Fin
3	G(S), R(P), C(P), R(P), G(S), Fin	G(P), M(S), C(S), R(P), G(S), Fin 4	C(S), N(S), G(S), C(P), R(P), G(S), Fin	C(S), N(P), L(P), R(P), Fin	G(P), M(S), R(S), Fin	G(P), M(S), C(S), R(P), G(S), Fin 4	R(S), L(S), C(P), P(S), G(P), Fin	G(P), M(S), C(S), Fin
4	G(P), R(P), R(S), M(S), G(S), Fin	G(P), C(P), M(P), L(P), C(P), R(P), G(S), Fin 4	C(S), G(P), N(P), C(P), M(P), Fin	C(S), N(P), L(P), R(P), Fin	G(S), P(P), L(P), R(P), G(S), Fin	G(P), C(P), M(P), L(P), C(P), R(P), G(S), Fin 4	G(P), C(S), N(S), R(S), C(S), G(S), Fin	C(P), M(P), R(P), C(S), Fin
5	G(S), L(P), R(P), R(P), G(S), Fin	C(P), M(P), G(P), C(S), L(S), Fin 1	G(P), M(S), C(S), R(S), M(S), G(S), Fin	R(P), M(P), N(P), L(P), R(P), Fin	G(S), L(S), N(S), C(P), R(P), G(S), Fin	C(P), M(P), G(P), C(S), L(S), Fin 1	C(P), M(P), R(P), C(S), G(S), R(P), Fin	L(S), N(S), P(S), M(S), R(S), Fin
6	G(P), R(S), L(S), P(S), C(P), R(P), G(S), Fin	C(S), L(P), R(P), M(P), G(S), R(P), G(S), Fin 7	R(S), L(S), C(P), N(S), G(P), M(P), Fin	R(P), M(P), N(P), L(P), G(S), C(P), Fin	L(P), M(P), C(S), N(S), P(S), G(P), Fin	C(S), L(P), R(P), M(P), G(S), R(P), G(S), Fin 7	G(S), N(P), C(S), L(P), R(P), C(S), Fin	G(P), M(S), R(S), G(P), L(S), N(S), G(P), Fin

Pursuit Courses

P1	C(P), R(P), (G(S), O(S), R(S))	G(P), C(S), L(S), R(P), G(S), (O(S), R(S), G(S))	G(S), N(P), C(P), (G(S), O(S), R(S))	G(P), R(S), R(S), L(S), G(S), (R(P), O(P), G(P), R(P))	L(P), M(S), R(S), R(P), (O(P), G(P), R(P))	G(P), C(S), L(S), R(P), (G(S), O(S), R(S))	G(P), M(P), G(P), C(P), (R(P), O(P), G(P))	G(P), M(S), R(S), G(S), (R(P), O(P), G(P))
P2	R(P), M(P), C(S), (G(S), O(S), R(S))	C(P), R(S), M(S), C(P), R(S), L(S), (O(S), R(S), G(S))	G(S), N(P), C(P), R(P), L(P), C(P), (G(S), O(S), R(S))	G(P), R(S), R(S), L(S), C(P), (G(S), O(S), R(S))	G(P), R(S), L(P), M(P), C(S), (R(P), O(P), G(P))	C(P), R(S), M(S), C(P), R(S), L(S), (O(S), R(S), G(S))	G(P), M(P), N(P), L(P), R(P), G(S), (R(P), O(P), G(P))	G(P), M(S), R(S), G(P), L(S), N(S), (G(P), R(P), O(P))

Key

O = ODM

B = Midbay

G = Gear

L = Lowlee

R = Ryeman

P = Prom

M = Mount

N = Newlyn

C = Central

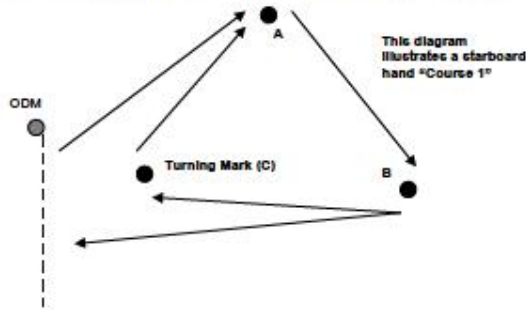
Appendix A - Dinghy Courses

Course A – Triangle

This course is to be used unless otherwise signalled

A triangular course.

The turning mark may be ignored on the first and final legs of the race.



Example 4 Round Course:

Start

A, B, C (round 1)

A, B, C (round 2)

A, B, C (round 3)

A, B (round 4)

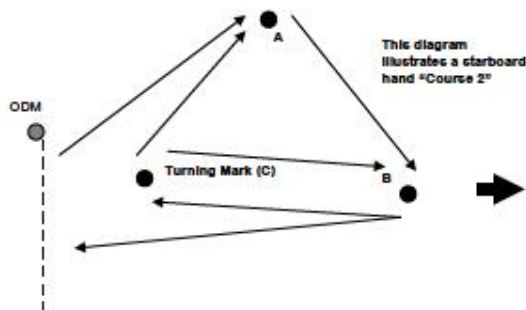
Finish

Course B – Old Olympic

A triangular course. On even numbered rounds boat may miss out the wing mark.

Handicap boats must complete an even number of rounds.

The turning mark may be ignored on the first and final legs of the race.



Example 4 Round Course:

Start

A, B, C (round 1)

B, C (round 2)

A, B, C (round 3)

B (round 4)

Finish

Appendix B – Cruiser Marks

The Cruiser Racing Marks are Yellow Marks positioned in Mounts Bay in the following positions (positions given in WGS84 datum).

These buoys are also marked on all new charts of Mounts Bay.

ODM - 50° 07:30 N, 005° 31:48 W

Gear Mark (NOT Gear Pole) - 50° 06:55 N, 005° 31:45 W

Prom Mark - 50° 06:63 N, 005° 32:03 W

Newlyn Mark - 50° 06:33 N, 005° 32:48 W

Central Mark - 50° 06:25 N, 005° 30:30 W

Midbay Mark - 50° 05:70 N, 005° 29:35 W

Mount Mark - 50° 06:92 N, 005° 29:00 W

Ryeman Mark (NOT Ryeman Pole) - 50° 07:11 N, 005° 30:33 W

Appendix C - Set Cruiser Courses – 2013 Version 1

As Race Officer you can choose to set your own course for the prevalent conditions OR select one of the set courses from the table below.

The courses below are designed to be used in particular wind conditions. For example, all of the courses in the column headed NW are designed for winds coming from the NW and the further you go down the column the longer the course.

If you use the course below simple write the wind direction followed by the course number ie. "NW,5" refers to the fifth standard course in the NW column or "S,P1" refers to the first pursuit course in the S column.

Each mark should be left to either Port or Starboard as indicated in brackets.

Standard Courses

	N	NE	E	SE	S	SW	W	NW
1	G(P), (P), G(S), Fin	G(P), (P), G(S), Fin	G(P), (S), C(S), Fin	C(P), (P), Fin	G(P), (P), G(S), Fin	G(P), (P), G(S), Fin	C(S), (S), R(P), Fin	G(P), R(P), Fin
2	G(P), (S), C(S), Fin	G(P), C(P), R(P), G(S), Fin	G(P), C(P), M(P), R(P), G(S), Fin	C(P), M(P), Fin	G(P), R(S), C(S), Fin	G(P), C(P), R(P), G(S), Fin	G(S), N(S), P(S), C(P), R(P), Fin	C(P), G(S), R(P), Fin
3	G(S), P(P), C(P), R(P), G(S), Fin	G(P), M(S), C(S), R(P), G(S), Fin 6	C(S), N(S), G(S), C(P), R(P), G(S), Fin	C(S), N(P), L(P), R(P), Fin	G(P), M(S), B(S), Fin	G(P), M(S), C(S), R(P), G(S), Fin 6	B(S), L(S), C(P), P(S), G(P), Fin	G(P), M(S), C(S), Fin
4	G(P), B(P), R(S), M(S), G(S), Fin	G(P), C(P), M(P), L(P), C(P), R(P), G(S), Fin 4	C(S), G(P), N(P), C(P), M(P), Fin	C(S), N(P), L(P), R(P), G(S), Fin	G(S), P(P), L(P), R(P), G(S), Fin	G(P), C(P), M(P), L(P), G(S), Fin 4	G(P), C(S), N(S), R(S), C(P), G(S), Fin	C(P), M(P), R(P), C(S), Fin
5	G(S), L(P), B(P), R(P), G(S), Fin	C(P), M(P), G(P), C(S), L(S), Fin 3	G(P), M(S), C(S), R(S), M(S), G(S), Fin	B(P), M(P), N(P), L(P), R(P), Fin	G(S), L(S), N(S), C(P), R(P), G(S), Fin	C(P), M(P), G(P), C(S), L(S), Fin 3	C(P), M(P), R(P), C(S), G(S), R(P), Fin	L(S), N(S), P(S), M(S), B(S), Fin
6	G(P), B(S), L(S), P(S), C(P), R(P), G(S), Fin	C(S), L(P), B(P), M(P), G(S), R(P), G(S), Fin 7	B(S), L(S), C(P), N(S), G(P), M(P), Fin	B(P), M(P), N(P), L(P), G(S), C(P), Fin	L(P), M(P), C(S), N(S), P(S), G(P), Fin	C(S), L(P), B(P), M(P), G(S), R(P), G(S), Fin 7	G(S), N(P), C(S), L(P), B(P), C(S), Fin	G(P), M(S), B(S), G(P), L(S), N(S), G(P), Fin

Pursuit Courses

P1	C(P), R(P), (G(S), O(S), R(S))	G(P), C(S), L(S), R(P), G(S), (O(S), R(S), G(S))	G(S), N(P), C(P), (G(S), O(S), R(S))	G(P), R(S), B(S), L(S), G(S), (R(P), O(P), G(P))	L(P), M(S), B(S), R(P), (O(P), G(P), R(P))	G(P), C(S), L(S), R(P), (G(S), O(S), R(S))	G(P), M(P), G(P), C(P), (R(P), O(P), G(P))	G(P), M(S), B(S), G(S), (R(P), O(P), G(P))
P2	B(P), M(P), C(S), (G(S), O(S), R(S))	C(P), R(S), M(S), C(P), B(S), L(S), (O(S), R(S), G(S))	G(S), N(P), C(P), R(P), L(P), C(P), (G(S), O(S), R(S))	G(P), R(S), B(S), L(S), C(P), (G(S), O(S), R(S))	G(P), R(S), L(P), M(P), C(S), R(P), O(P), G(P))	C(P), R(S), M(S), C(P), C(S), L(S), (O(S), R(S), G(S))	G(P), M(P), N(P), L(P), B(S), G(P), (R(P), O(P), G(P))	G(P), M(S), B(S), G(P), L(S), N(S), (G(P), R(P), O(P))

Key

O = ODM

B = Midbay

G = Gear

L = Lowlee

R = Ryeman

P = Prom

M = Mount

N = Newlyn

C = Central