



Penzance Sailing Club

Albert Pier

Penzance

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PASAB ONE

Sailing Instructions 2008

**To celebrate the 30th anniversary of PASAB
we are running the race over the original
non-stop course**



Penzance Sailing Club is affiliated to the Royal Yachting Association



PASAB ONE 2008 - SAILING INSTRUCTIONS

1.0 - RULES

1.1 - Racing will be governed by the rules as defined in the current Racing Rules of Sailing.

2.0 – SAFETY & SPECIAL REGULATIONS

2.1 – Each competitor is responsible for deciding whether they put to sea.

2.2 - The Race Committee may reject or cancel the entry of a boat which in its view is un-seaworthy.

2.3 – Boats shall carry equipment consistent with that listed for Category B in the RYA Boat Safety Handbook C8 including a liferaft capable of accommodating their entire crew.

2.4 - Boats shall have third party insurance cover of not less than £2 million.

2.5 – Each boat shall have completed and returned Coastguard Form CG66.

3.0 - REPORTING

3.1 - Each boat shall report its arrival to the Communications Officer within one hour of finishing or one hours of coming ashore in the case of retirement, except that a boat that finishes between 00:00 and 09:00 hours shall report between 09:00 and 10:00 on the same day. Boats infringing 3.1 will be disqualified without a hearing.

3.2 – Each boat shall inform the race committee of names and emergency shore contact details for each crew member via the form provided before the pre-race briefing.

4.0 - COMMUNICATION WITH COMPETITORS

4.1 - A pre-race briefing will take place at the Penzance Sailing Club clubhouse at 18:30 on Friday, 22nd August 2008.

4.2 - Any changes to these Sailing Instructions will be announced at the briefing and displayed on the notice board in the lobby of the clubhouse.

4.3 – Signals made ashore before the start will be flown on the PzSC clubhouse flagpole.

5.0 – HANDICAPPING

5.1 – The Portsmouth Yardstick Scheme as set out in the current YR2 will be used. PY Numbers will be those in the current YR2 adjusted as necessary for variations from Base Rig. Boats without current Portsmouth Numbers will be allocated an estimated Trial Number.



6.0 – STARTING SIGNALS

6.1 – Start Signals will be as follows:

IC flag 'C' + 1 sound signal	10 minute warning
IC flag 'P'+ 1 sound signal	5 minute preparatory
IC flag 'C' lowered + 1 sound signal	Start
This alters RRS 26	

7.0 – PENALTIES

7.1 - Premature Starters

A boat which crosses the start line in the direction of the course after its preparatory signal and before its start will be awarded a 15 minute corrected time penalty. This alters RRS 29. The Race Committee will be the sole arbiter of this rule. No protest will be considered for infringement of 7.1. This alters RRS 60.1.

7.2 - Infringements of Rules of Part 2

A boat which acknowledges infringing a rule of Part 2 of the RRS shall be penalized by the addition of 10 minutes to her corrected time for each infringement. This alters RRS 44.

8.0 – COURSE

8.1 – Start Times: Friday, 22nd August 2008, 20:00

8.2 – The Start Line will be between the red triangle on the Clubhouse and large yellow pole buoy with a cross top-mark to the east, no boat shall pass between the inner limit mark and the clubhouse when starting.

8.3 – Course:

Lowlee east cardinal buoy to port,
Mountamopus south cardinal buoy to starboard,
Wolf Rock Lighthouse to starboard,
Around the Isles of Scilly leaving all rocks and Islands charted as dry at MLWS, to Starboard,
Wolf Rock Lighthouse to port

8.4 – Finish line will be formed by a transit extending from Penzance Market House Dome (conspic) through Penzance Lighthouse as far as a transit Penzance heliport radio mast on Western Cressar S cardinal beacon (a distance of 650 metres from Penzance Lighthouse).

9.0 – TIME SLIPS & PROTESTS

9.1 – Time slips and Protests shall be posted in the PzSC clubhouse post box by 21:00 Tuesday 26th August 2008.



10.0 - LIABILITY

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. Moreover, every competitor warrants the suitability of his boat for the race or races.

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, and 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 / She 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.