

**MOUNTS BAY SAILING CLUB LASER OPEN MEETING AND SW GRAND PRIX EVENT
SUNDAY 6th JUNE 2010**

SAILING INSTRUCTIONS

Venue: Mounts Bay Sailing Club

The organising authority is Mounts Bay Sailing Club

All times are British Summer Time (BST).

1. RULES

1.1. The Championships will be governed by the 'rules' as defined in the Racing Rules of Sailing. Advertising is permitted under the ISAF Advertising Code and is unrestricted Category C.

1.2. Any crew whose behaviour is considered by the Race Committee to be detrimental to good relations with the organising authority, local authorities or the general public will be subject to a report under RRS 69.1.

2. CONDITIONS OF ENTRY

The entry form requires the name of the helm and the number of the boat.

3. SIGNALS MADE ASHORE

3.1. Flag signals made ashore will be displayed from the flagpole in the MBSC Dinghy Pen.

3.2. Notices to sailors will be posted on the Official Notice Board located in the MBSC Dinghy Pen.

3.3. Flag AP with two sound signals (one sound signal when lowered) means "The Race is Postponed.". The warning signal will be made not less than fifteen minutes after the AP is lowered.

4. CHANGES TO SAILING INSTRUCTIONS

4.1. Any change to Sailing Instructions will be posted on the Official Notice Board for a minimum of 30 minutes before the starting time. Any change to the SIs will be indicated by displaying flag 'L' over the laser Class Flag on the flagpole in the MBSC dinghy pen.

4.2. When Flag L is displayed ashore it will be flown only until the warning signal for the first race affected by the relevant notice to competitors.

4.3. In the event of bad weather, adverse tides, limited safety resources, one or more Races may be started from a line off the West Pier head of St. Michael's Mount, in which case, flag "M" together with course details will be displayed at the Race Office.

5. IDENTIFICATION AND REPLACEMENT OF EQUIPMENT

Under exceptional circumstances, and provided the class rules allow, the Race Committee will only permit a boat to use a sail which does not display the boat's Number if permission has been obtained at registration or from the beachmaster. In no circumstances shall a boat be permitted to use the same sail number as another boat already competing.

6. CLASS FLAG

The class flag used as warning signals will be Laser Standard Red Laser symbol on a White Background.

7. SCHEDULE OF RACES

7.1. All classes will sail as a combined fleet and share the same race course.

7.2. All classes will sail three races back to back.

7.3. Two races completed will constitute the series.

7.4. The warning signal for the first race will not be before 10.55 hrs on Sunday 6th June 2010. The second and third races will follow as soon as practicable after the preceding race.

7.5. No warning signal shall be made after 1600 hrs.

8. COURSES

8.1. The course will be set in an area adjacent to St. Michael's Mount. Safe passage from the beach can be made between the West of St. Michael's Mount and the East of Hogus Rocks.

8.2. The course configuration is shown in Appendix 1.

8.3. The fleet will use a trapezoid course with Outer and Inner Loops. It is intended that the 1st race uses Inner Loop and the 2nd and 3rd races will use Outer Loop. The course to be used for each race will be shown on the side of the Committee boat on a board indicating OL or IL.

8.4. The Magnetic bearing to the windward mark may be displayed on the side of the starting boat prior to the warning gun.

8.5. The diagrams are illustrative only, are not to scale, and do not show the bearing or distance of any mark from any other mark. The starting boat and/or finishing boat may be at the port end of their respective line. All marks to be rounded to port. The first mark of the course is Mark 1.

9. MARKS

9.1. The start mark will be a 5 ft orange cylindrical buoy. The start mark may be substituted by the mast displaying an orange flag on a RIB or other boat.

9.2. Marks 1 & 2 will be 5ft Orange cylindrical buoys.

9.3. Mark 3 and Mark 4 will be 3 ft yellow dumpy marks.

9.4 The finish mark will be a 3 ft orange dumpy mark.

10. THE START

10.1. Races will be started using RRS 26.

10.2. The starting line is between a mast or staff displaying an orange flag on the starting boat and the start mark. The start mark may be substituted by the mast or staff displaying an orange flag on a RIB or other boat.

10.3. When an inner limit buoy is laid adjacent to the starting line near a starting boat, no part of any Laser shall cross a line from the buoy to the nearby mast or staff displaying an orange flag whilst racing. Neither the buoy nor the line is an obstruction. The penalty for breaking this sailing instruction is disqualification without a hearing. This changes RRS 63.1.

10.4 Starting Penalties. Rules 30.1 and 30.2 will not apply.

11. CHANGE OF COURSE AFTER START

11.1. Moving a mark: When it is necessary and possible, the race committee will either move the position of the mark, or lay a substitute mark.

11.2. Shortening Course: A race may be shortened at any mark. No course will be shortened until the Lasers have reached the intended 1st leeward mark.

11.3. On the Inner Loop Course, when the starting boat has remained on station adjacent to Mark 4 and is displaying flag S with two sound signals, the meaning of flag S is 'this course is changed. Mark 4 is the last mark of the course and the finish line is between the starting boat and Mark 4'. This adds to the meaning of S under Race Signals.

11.4. On the Outer Loop Course, when the finishing line described in SI 13 has been laid and Flag S is displayed with two sound signals from the finishing boat, the meaning of flag S is 'this course is changed and mark 3 is the last mark of the course. Leave this mark to port and proceed to the finish'. This adds to the meaning of S under Race Signals.

12. BLACK FLAG STARTS

When a race that is started under RRS 30.3, the Black Flag Rule, is recalled, the following will apply: the sail numbers of disqualified Lasers will be displayed on the race starting boat for at least three minutes before the preparatory signal. After the preparatory signal and until the last Laser has finished that race a disqualified Laser shall not sail within 100 meters of the starting line, nor after the starting

signal within an imaginary line drawn 100 meters outside any area where a Laser might sail while racing. The penalty for breaking this sailing instruction is that the disqualification is not excludable (DNE).

13. FINISHING LINE

The finishing line is between the staff or mast displaying a blue flag on the finishing boat and the finish mark except as described in SI 11.3.

14. TIME LIMIT

14.1. RRS 35 will not apply. The time limit for finishing will be 90 minutes for the first Laser. Boats failing to finish within the time limit or within 45 minutes after the first boat sails the course and finishes, whichever is the later, will be scored DNF. This changes RRS 35.

14.2. The Race Committee will signal the closure of the finishing line by making five sound signals and lowering the blue flag.

14.3. The Race Officer has the ability to give finish positions for lasers who have lost contact with the majority of the fleet. These sailors may be told on the water that he/she need not complete the course. An appropriate finishing position will be recorded at the discretion of the Race Officer. Failing to return to the starting area in sufficient time for the start of the next race shall not be a basis for seeking redress under RRS 62.1(a).

15. SCORING

15.1. The event will be scored using the Low Points system of Appendix A.

15.2. Each Laser's series score will be the total of her race scores with her worst score discarded if 3 races have been completed. One race must be completed to constitute a series.

16. PENALTIES FOR BREAKING RULE 42

RRS Appendix P applies.

17. DECLARATIONS

When a Laser has taken either a two-turns penalty or a one-turn penalty, or has retired after finishing (RAF), the crew shall complete the declaration at the Race Office, within her protest time limit.

This does not apply to penalties incurred under Appendix P (SI 16).

18. PROTESTS

18.1. The protest committee may disqualify a Laser without a hearing for:

18.1.1. Touching a mark and neither retiring nor taking a penalty.

18.1.2. Not wearing adequate buoyancy while racing.

18.1.3. Being found after the weighing of clothing and equipment to have broken RRS 43. This changes RRS 63.1.

18.2. The time limit for a Laser to lodge a written protest or request for redress is 20 minutes after the last Laser comes ashore for the day, except that the time limit for a Laser to seek redress because of something she learns for the first time in the results is within 20 minutes of the posting of the results. The time limit for the race committee or protest committee to lodge a written protest is 45 minutes after the last Laser comes ashore for the day.

18.3. Not later than 60 minutes after the last Laser comes ashore for the day, the protest committee will post a list of protestors and protestees, a schedule of the order of protest hearings and the place of the hearing on the Official Notice Board. This is the notification required under RRS 63.2, Time and Place of the Hearing.

18.4. Not later than 20 minutes after the last Laser comes ashore for the day, the protest committee will post a list of Lasers disqualified under SI 12. A Laser disqualified without a hearing is entitled to a hearing on request if she asks for it within 15 minutes after the notice is posted.

18.5. The protest committee will post on the Official Notice Board, shortly after the last Laser comes ashore for the day, the actual time limits relating to the above.

19. SAFETY

19.1. Personal Buoyancy: Adequate personal buoyancy (with a minimum buoyancy of at least 50 Newtons and being either a life jacket or waistcoat-type buoyancy aid) shall be worn at all times while afloat. A life-jacket, if worn, shall be inflated. Flag Y will not be displayed. Neither a wet-suit nor a dry suit constitutes adequate buoyancy. This changes RRS 40.

19.2. Declarations: Declarations are required for all races with competitors signing on with an intention to race before racing. Competitors shall also sign off upon return to shore. The time limit for signing off shall 20 minutes after the last Laser comes ashore for the day. Where 2 or more races are sailed competitors shall be required to complete a sign-off declaration for each race; however these may be completed after completion of the last race which they sail. If a competitor fails to sign-on or sign-off in person, they shall incur a 20% penalty added to their score for the corresponding race or races (example – 5 starters means 20% = 1 point), rounded up to the next whole number and subject always to a minimum of 1-point.

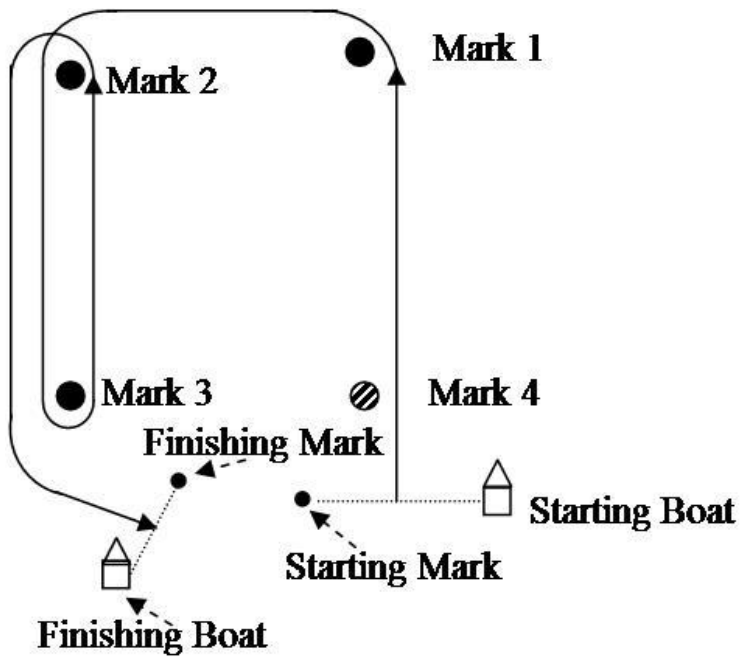
19.3 Competitors who retire from a race must notify the Starting Boat, Finishing Boat or Safety Boat as soon as possible.

20. LIABILITY AND INSURANCE

An owner/person in charge/crew is entirely responsible for his/her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility. It is for the owner/person in charge /crew to decide whether he/she is fit to sail in the conditions in which he/she will find himself/herself. By launching or going to sea, the owner/person in charge /crew confirms that both their boat and he/she is fit for those conditions and that he/she is competent to sail and compete in them. The owner/person in charge/crew 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 for the duration of this event. Nothing done by the organisers can reduce the responsibility of the owner/ person in charge/crew nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the owner/person in charge/crew taking part in the racing. 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 beach masters. The provision of patrol boats does not relieve the owner/person in charge/crew of his/her responsibilities. The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of the owner/person in charge/crew set out in this paragraph.

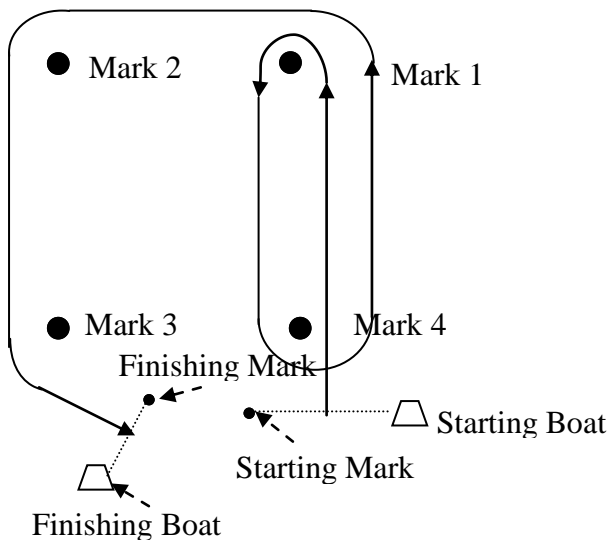
Mounts Bay Sailing Club
Race Officer Paula Morcumb
31st May 2010

**APPENDIX 1
COURSES
OUTER LOOP COURSE**



Outer Loop Course:
Start - Mark 1 - Mark 2 - Mark 3 - Mark 2 - Mark 3 - Finish.

INNER LOOP COURSE



Inner Loop Course:
Start - Mark 1 - Mark 4 - Mark 1 - Mark 2 - Mark 3 - Finish