



RISK STATEMENT

Rule 3 of the Racing Rules of Sailing 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. By taking part in club racing, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in club racing.
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- (d) Their boat is in good order, equipped to sail in club racing and they are fit to participate.
- (e) The provision of a race management team, patrol/support boats and other officials and volunteers by the club does not relieve them of their responsibilities.
- (f) The provision of patrol/support boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) It is their responsibility to familiarise themselves with any risks specific to the club’s sailing waters and to attend any safety briefings that may be held.
- (h) Their boat is adequately insured with a cover of at least £5 million

PERSONAL FLOTATION DEVICES:

Each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wetsuits and drysuits are not personal flotation devices. (Flag Y will not be flown).

CADET RACING – ADDITIONAL CONSIDERATIONS:

Please see Appendix B regarding specific considerations for Cadet racing.

SAILING INSTRUCTIONS FOR CLUB RACING

1. RULES

Racing will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the R.Y.A., the rules of the various classes racing, except as any of these are changed by these Sailing Instructions.

Note: the Short Course Fleet is intended to make racing more appealing to less experienced sailors with the emphasis on participation and developing their understanding of club racing. Therefore, for the Short Course Fleet, racing rules may be subject to reasonable flexibility to achieve these aims. This includes permitting a reasonable level of outside assistance and flexibility on application of other rules.

2. ENTRIES

2.1 Competitors intending to race must enter by **signing on**, on the forms provided, 5 minutes before the start of the first warning signal (e.g. 1052 on a standard Sunday racing Race 1). Competitors who do not sign on in accordance with this instruction shall not rank as a starter. In the event of back to back races, competitors must sign on for all races to be sailed back to back.

2.2 In any scheduled race of the MSC there shall be a minimum of 1 starter.

3. NOTICES TO COMPETITORS

Notices will be posted on the official notice board(s) located at the signing on area. This may be at Race Reception or outside in the proximity of the Hard.

4. CHANGES TO SAILING INSTRUCTIONS

Any changes in the Sailing Instructions will be displayed on the official notice board at the signing on area, at least one hour before the scheduled start of the race affected.

5. SIGNALS MADE ASHORE

Signals made ashore will normally be displayed at the Bridge Deck except for Pursuit racing – see Appendix B.

6. SCHEDULE OF RACES & CLASS FLAGS

For Sunday racing, the number of races will be as scheduled in the Year Book. Where two races are held, these will generally be one in the morning and one in the afternoon after a break ashore unless otherwise notified. There will be five fleets arranged over five starts. The first three starts (Dart 15, Medium Cat, Monohull) will always be run, however the last two (Fast Cat, Short Course) will only be run when there are boats competing in these fleets. Individual class flags will not be applied to the five fleets. Instead, five coloured class flags will be applied.

For Bank Holiday racing, the number of races will be as scheduled in the Year Book. There will be three fleets arranged over three starts and with individual class flags as set out in the table below.

For Sundays and Bank Holiday racing, there will be a gap of two minutes between a fleet start and the commencement of the next three minute start sequence as set out below:

Sunday Racing:

Class Flag	Sunday Fleet	Typical Morning: 3 minute sequence starts	Typical Morning: Start Time
Green Flag Start	Dart 15s	10:57	11:00
Blue Flag Start	Medium Cat	11:02	11:05
Yellow Flag Start	Monohulls	11:07	11:15
Red Flag Start *	Fast Cat	11:17	11:20
Purple Flag Start *	Short Course Fleet	11:22	11:25

* Fleets marked will only start when there are boats racing in that fleet

Bank Holiday Racing:

Class Flag	Bank Holiday Fleet	Typical Morning: 3 minute sequence starts	Typical Morning: Start Time
Red Flag Start	Fast Handicap	10:57	11:00
Green flag Start	Medium Handicap	11:02	11:05
Yellow Flag Start	Slow Handicap	11:07	11:10

The start times of afternoon races will be determined by the Race Officer and will depend on the completion of the preceding race(s). However, an afternoon race will start no earlier than 1pm.

7. COURSES and MARKS

Courses will be posted on the official noticeboard at least 30 minutes before the start of each race. This will include a list of marks that will be used and which sides they shall be passed.

The Race Officer may set courses using the AVERAGE LAP process. This enables Race Officer to finish slower boats after fewer laps than faster boats. Results are then calculated on the basis of average lap times.

NOTE: Boats racing in the area of the Marconi cruiser moorings and found to be exceeding the 8 knot speed limit are liable to protest and disqualification.

The race officer may direct sailors of a particular fleet to not sail through the cruiser moorings on particularly windy days or other difficult situations. This will be noted on the race board prior to the racing.

Competitors are reminded of the new RRS Definition of "Sail the Course" which states:

"A boat sails the course provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to start until she finishes, when drawn taut:

- (a) Passes each mark of the course for the race on the required side and in the correct order
- (b) Touches each mark designated in the sailing instructions to be a rounding mark, and
- (c) Passes between the marks of a gate from the direction of the course from the previous mark."

Competitors observed to have not sailed the course will be recorded as NSC – Course Not Sailed by the Race Officer.

8. THE START

8.1 Abandonment (N)

If the RO decides to abandon racing before a race start, Flag N will be flown. Competitors should not launch. If the RO decides to abandon during racing, Flag N will be flown until all signed on boats and rescue fleet are ashore. The Race Officer may choose to leave the Abandonment flag up for the remainder of the day. This changes rule 27.3 and 32.1

8.2 Postponement (AP)

If the RO decides to postpone the start sequence, the Postponement flag (AP) will be flown. On removal of the AP flag, there will be a gap of no less than 1 minute before the first warning signal.

8.3 Start Line Definition:

A continuation of a line between the light mast behind the Bridgedeck and the pole on the foreshore – AND passing between an outer and inner distance mark as follows:

Yellow Flag & Purple Flag Fleets (Monohulls & Short Course) shall pass between mark D (inner distance mark) and mark A (outer distance mark).

All other fleets shall pass between mark A (inner distance mark) and mark G (outer distance mark).

8.4 The distance marks for mixed fleets of monohulls and catamarans will normally be D and G, (referred to as a Long Line) and will be displayed on the course board. The Race Officer has discretion on the day regarding which distance marks are to be used.

8.5 Boats whose sequence has not started shall keep clear of the starting area and the race course.

8.6 A boat shall not start later than ten minutes after her starting signal. If she fails to do so, she may be scored DNS.

8.7 The start sequence shall be as set out in Section 6 above.

8.8 Starting Signals

Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. The flag is the primary signal with the lights and sound signal being secondary information.

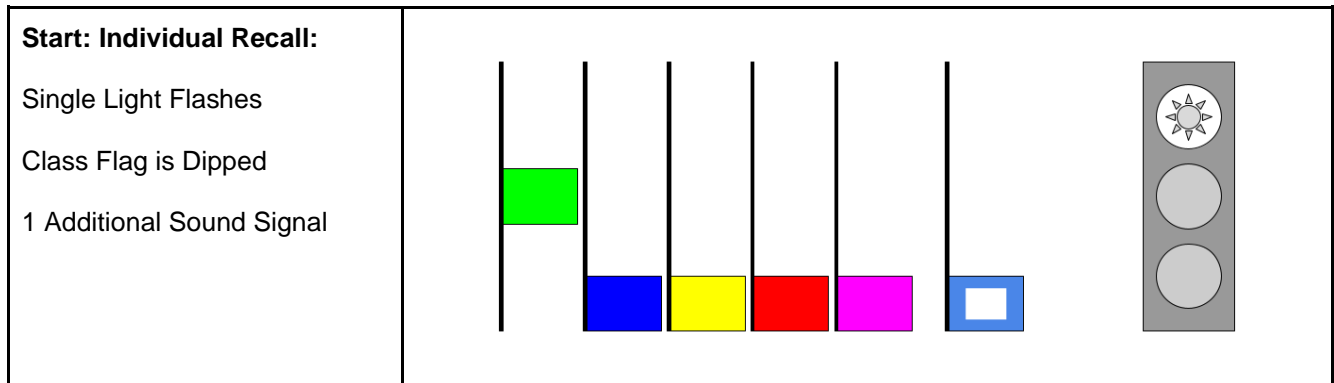
<p>Before Start Sequence:</p> <p>All lights are off</p> <p>All Flags are down</p>	
<p>3 Minute Signal:</p> <p>Top Light is on</p> <p>Sequence Flag is up</p> <p>Horn sounds once</p>	
<p>2 Minute Signal:</p> <p>Light 2 is on</p> <p>Prep Flag is up</p> <p>Horn sounds once</p>	
<p>1 Minute Signal:</p> <p>Light 3 is on</p> <p>Prep Flag is down</p> <p>Horn sounds once</p>	
<p>Start Signal:</p> <p>All lights are off</p> <p>Sequence Flag is down</p> <p>Horn sounds once</p>	

8.9 Recalls

8.9.1 Individual Recalls will be signalled by leaving the start sequence flag at the dip accompanied by one sound signal.

The flag shall be displayed as such until all such boats are completely on the pre-start side of the starting line, but not later than two minutes after the starting signal or one minute before any following starting signal, whichever is later. This changes RRS Rule 29.1.

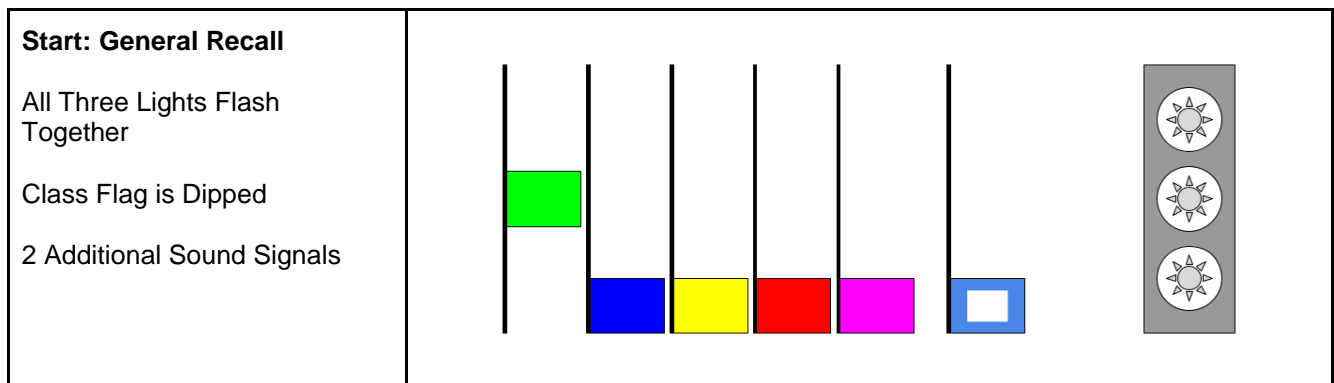
An additional light signal may be used however the flag and additional horn is the main signal.



8.9.2 General Recalls will be signalled by three sound signals and the class flag dipped.

If other classes are due to start after the recalled start, then they shall proceed as scheduled. i.e. the recalled fleet will start after all other fleets. The recalled fleet's warning signal will normally be two minutes after the last scheduled start. This changes RRS Rule 29.2.

An additional light signal may be used however the flag and additional horn is the main signal.



9. FINISHING

9.1 Shorten course:

A Race Officer may decide to shorten the course for one or more fleets as follows:

- (a) At a rounding mark of the course – between the mark and a support boat displaying flag S
- (b) At the end of a lap of the course – crossing the finish line defined in 9.2 below.

The Race Officer will aim to signal this as the first affected boat rounds the last mark before the finish.

If one fleet is being shortened, only the relevant class flag will be raised, see Note below - together with a sound signal. The S Flag may not be flown. This changes rule 32.2.

Note:

- The Dart 15 fleet shortened course will be denoted by the Green Class Flag.
- The Medium Cat & Dart 18 fleets shortened course will be denoted by the Blue Flag
- The Handicap Fleet shortened course will be denoted by the Yellow Class Flag.
- The Fast Cat fleet shortened course will be denoted by the Red Flag.
- The Short Course Handicap will be finished after a suitable time (35 to 45 minutes) by using the Purple Class Flag

9.2 Finish Line

The finish line is a continuation of a line between the light mast behind the Bridgedeck and the relevant outer distance mark (see below) AND

Passing between an outer and inner distance mark as follows:

Yellow Flag & Purple Flag Fleets (Monohulls & Short Course) shall pass between mark D (inner distance mark) and mark A (outer distance mark).

All other fleets shall pass between mark A (inner distance mark) and mark G (outer distance mark).

The finish line for mixed fleets of monohulls with catamarans is normally a continuation of a line between the light mast behind the Bridgedeck and the outer distance mark G. Additionally, competitors must pass between D and G unless otherwise specified in the course by the Race Officer.

10. TIME LIMIT

The time limit for points series races will be 90 minutes from the start. Any boats not finishing within 30 minutes, after the first boat finishes, or within the time limit, whichever is later, will be scored "Did Not Finish" DNF. This changes RRS Rule 35.

The time limit for other "one off" races are specified in Appendix C.

11. DECLARATION (Signing Off)

All competitors must sign the Declaration (Signing Off) Form after each race, within half an hour of the last boat finishing in their race. Competitors failing to sign off will be disqualified. Competitors retiring must declare this on the form, otherwise they will be disqualified. In the event of back to back races, competitors must sign off for all races that were sailed back to back within half an hour of the last boat finishing the last of their races.

12. PENALTIES AND PROTESTS

- 12.1 A Catamaran may take a one turn penalty when she may have broken a rule of Part 2 while racing. This changes RRS Rule 44.1 for catamarans only.

In line with RRS Rule 44.1, any boat may take a One-Turn Penalty when she may have broken rule 31 (Touching a Mark).

- 12.2 The Post-Race Penalty, Advisory Hearing and RYA Arbitration of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. Full information regarding these procedures are available via <https://www.rya.org.uk/racing/rules> or the official noticeboard). In summary, the following options are available:

Post Race Penalty – a boat may elect to accept a 30% scoring penalty.

Advisory Hearing – to review what happened and advise whether any rule(s) may have been broken. A boat may then choose to accept a Post-Race penalty or choose to retire, but is not required to do so.

RYA Arbitration – where a protest is lodged and where the parties and the protest committee agree, an Arbitration hearing may be held. When it is the arbitrator's opinion that a boat has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

Protest Committee - When there is not an agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race Penalty is not applicable to the facts, there will be a normal protest hearing. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalisation. She may also retire.

- 12.6 A Hearing Request form is available from Race Reception and shall be delivered to the Race Officer within 30 minutes of the last boat to finish in the race, or as soon as is practicable if the protesting boat's helm is unable to return to the club.
- 12.3 Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a protest or named as witnesses.
- 12.5 Disputes for the Short Course Fleet will be resolved by an Advisory Hearing run by either the Race Officer or a representative of the Sailing Sub-Committee.

13. SCORING AND HANDICAPPING

- 13.1 For Series Racing, the number of races to be counted in a series shall be the nearest number above half the total number of races completed in the series. Each boat's series score will be the total of her race scores with her worst scores, for races in excess of the number of races to be counted, discarded.
- 13.2 The Low Point Scoring System RRS Appendix A will apply. Additionally RRS Appendix A 5.3 will apply.
- 13.3 A club member will be entitled to claim average points for a Series race that they missed while carrying out official duties such as race officer, support boat crew etc.
- 13.4 Monohull boats will utilise the Portsmouth Yardstick handicap numbers as published by the RYA, unless adjusted by a recognised Class Association or the MSC Sailing Sub-Committee. Where a published PY number is not available, one will be allocated by the MSC Sailing Sub-Committee.
- 13.5 Catamarans will utilise the ISAF International Small Catamaran Handicap Rating System (SCHRS) for Catamaran only races. When Catamarans are competing directly with Mono-hull boats, Portsmouth Yardstick numbers will be used.
- 13.5 Note: a PY or SCHRS number will not be adjusted during the course of a series.
- 13.6 Catamarans without separate class status will be divided into two fleets. Boats with a handicap of 1.14 and higher will sail in the Medium Cat Fleet. Boats with a handicap lower than 1.14 will sail in the Fast Cat Fleet.

- 13.7 Race Officers may adopt the AVERAGE LAPS system for any mixed fleets. Competitors may complete a different number of laps in the race and scoring will be based on average lap times.
- 13.8 Entry to a Series – boats shall enter a series in a single configuration declared by the competitor. If this configuration is changed in a later race in the same series, then the boat in the new configuration shall constitute a new entry in the series for the purpose of calculating series results. (NB. The crew does not form part of the configuration.)

At the discretion of the Results Secretary and the Sailing Sub-Committee, some flexibility in this area will be afforded to competitors sailing in the Short Course Fleet.

Appendix A

Supplementary Sailing Instructions For Pursuit Racing

A1 . Introduction

The objective of a pursuit race is that, if boats of different classes are sailed by crews of equal ability, they should all cross the finishing line together, having started at different times related to the *Portsmouth Number* of their boats.

A2. Rules

Club Pursuit Races will be operated in line with the Club's main Sailing Instructions – apart from the following revisions

A3. Signals Ashore

Signals such as postponement and abandonment shall be displayed at the Clubhouse Mast

A4. Schedule of Races

The pursuit races held in the Wednesday evening series shall nominally start at 1900hrs. The slowest class, shall start at 1900hrs with other classes following in line with the Pursuit Race schedule. All boats will finish at 2010 hrs.

Pursuit Races other than Wednesday evening series may finish at a different elapsed time as denoted on the official notice board. Start and finish times will be advised on the official notice board.

A5. The Start

Pursuit Races will start from the Hard. Prior to the start, competitors shall launch their boats and competitor boats must be held by one member of the crew until the start.

Competitor boats are required to be on the flagstones of the Hard (or in line with them at low water) at the point they start.

The Race Officer will announce the first class to start orally followed after a decent interval with a hooter, whistle or shout which is the sound signal for the announced class to start.

This will be followed at the appropriate intervals by verbal announcements and sound signals for the other classes racing. The list of start times for the different classes will be displayed by the Race Officer. This changes RRS 26 & 30.

A6. Recalls

General recalls will not be possible and RRS rule 29.2 will not apply. Individual recalls will be announced verbally by the Race Officer (together with a single sound signal from a hooter - optional), this changes RRS rule 29.1

A7. The Finish

The Finish shall be signalled by a sound signal from the Race Officer at the appointed finish time. The boat leading the race at that point as judged by the Race Officer is the winner. Other placings will be attributed as far as conditions allow at that time. It is quite difficult for the Race Officer to judge the positions of boats which are not in their vicinity at the finish. Competitors are asked to assist by making a mental note of the boat in front and the boat behind. The Race Officer may later confer with competitors to ascertain positions.

APPENDIX B

Cadet Race Management & Short Course Handicap Course

B1. Pre-amble

The club and its officers take reasonable steps to organise club racing in a safe and effective manner. However, all members participate in club racing at their own risk and sign to accept this when they sign-on for each race – see RISK STATEMENT at the start of the Sailing Instructions.

For members who are under the age of 18, the club requires that parents/guardians take responsibility for determining whether their child/guard participates in a club race. (Note: the club defines a Cadet as aged 18 or under at the 1st January of the current year).

Additionally, for Cadets and Short Course participants, Race Officers are asked to set courses more suited to encourage people new to racing. Additionally, reasonable provision of outside assistance and some flexibility on the rules are actively encouraged.

B2. Cadet Signing On

Cadets helms under the age of 14 may only participate in the Short Course Fleet.

Cadets aged 14 or over may participate in any Club Fleet and compete on equal terms and be eligible for any prizes.

Cadets under 14 may also crew on boats racing in any fleet providing the boat has a responsible adult on board at all times.

Parents or a nominated guardian are required to countersign the signing-on sheet for a Cadet.

Parents/Guardian remain responsible for their children at all times – including whilst on the water during racing. Parents should take the necessary steps to ensure their children continue to be safe whilst taking part in all club activities.

B3. Short Course Handicap Courses

The short Course Handicap Course is for any sailor of any age in any dinghy.

This course is intended to be a course where the legs are short and involves rounding the marks lots of times, in order to provide many opportunities to practice this.

The RRS will be applied with a large amount of common sense with the emphasis on learning and encouragement.

Particularly in the areas of receiving outside assistance – reasonable levels of coaching between sailors and from support crew is to be encouraged.

Race officers will aim to set courses with shorter legs and shorter laps than for other fleets.

As a guide, Race Officers will aim for each race to last between 35 and 45 minutes. Average laps should be applied to ensure that the race is a similar length for all participants.

If necessary, Race officers will arrange for the Support Boats to lay temporary marks in order to achieve a short leg/lap course for this fleet, if using the established club marks cannot achieve this.

Where possible, courses will seek to avoid long legs against the tide, particularly long upwind legs. Courses will aim to keep the fleet within sight of the club.

APPENDIX C

Single Event Races - Traditional Courses and Time Limits

The club has a series of races that are stand alone from the Spring, Summer, Autumn or Bank Holiday Series.

Below are the courses that should apply for each of these races. Please also note the variation in time limits for the longer distance races as set out below.

It is permissible for the Race Officer to revise the courses below if warranted on the day due to weather, river conditions, support cover or other considerations. This could include a shorter course with multiple laps and an average laps scoring system if appropriate.

JACKPOT. For helms over 40 years of age.

A two-part race to Maldon, then re-started for the return to the club.

(Committee boat finish / start at Maldon. Usually stop at Mill Beach in between races).

Separate results for Monohulls and Catamarans.

Race 1: Long line start, 2_p, 3_s, 8_p, 10_s, 8_s, Committee boat finish.

Race 2: Committee boat start, 8_p, 10_s, 8_s, 3_p, 2_s, Race box long line finish.

Time Limit: First boat shall finish 2 hours from the start

MONA'S CUP. (all in handicap)

Long line start, 2_p, 3_s, 8_p, 10_s, 8_s, 3_p, 2_s, Race box long line finish

Time Limit: First boat shall finish 4 hours from the start

PILOT CUP & SHIELD.

Separate results for Monohulls (Cup) and Catamarans (Shield).

Long line start, Thirslet_p, Nass_s, Thirslets, Race box long line finish

Time Limit: First boat shall finish 5 hours from the start

FIGURE OF EIGHT. (all in handicap)

Long line start, any "Figure of Eight" shaped course, if possible round Northey Island and Osea Island.

Recommended course: Long line start, Osea_s, Northey_p, Osea_s, No 1_s, Race box long line finish

Time Limit: First boat shall finish 4 hours from the start.

LAST FLING

An all-in handicap race for Catamarans and Dinghies held on the last Sunday of the season. Race Box long line start and finish is applied. The course is set on the day at the discretion of the Race Officer.

Time Limit: First boat shall finish 2 hours from the start

For the above races, any boats not finishing within 60 minutes after the first boat finishes or within the time limit, whichever is later, will be scored Did Not Finish "DNF". This changes RRS Rule 35 and Sailing Instruction Clause 10.

MARCONI CHALLENGE CUP / EASTER EGG PURSUIT RACE

Comprises two all in pursuit races – to be operated in line with Wednesday Night racing (see section 2 above)

Typical format – full length pursuit race in the morning followed by a half-length pursuit race in the afternoon.

However, lengths of the pursuit races can be varied at the discretion of the Race Officer if time constraints or other considerations apply.

SUNDAY PURSUIT RACE:

An all-in pursuit race – to be operated in line with Wednesday Night racing (see section 2 above). Typical format would be a full-length pursuit race. A half-length or three-quarter length pursuit race can be run at the discretion of the Race Officer if time constraints or other considerations apply.

LADIES SERIES

A one-day series of three “round the cans” races. All in catamaran and mono-hull handicap race for female helms (no restrictions apply to crews).

If all three races sailed, one discard will apply. If less than three races are sailed, there will be no discard.

All other arrangements will be in line with the Sailing Instructions.

HELM OF THE YEAR

A one-day series of short “round the cans” races sailed in a single class of dinghy.

Participants are the overall winners from each fleet as calculated from the dinghy points racing spring and summer series that season.

Should there be any dispute made by an entrant, over eligibility of another entrant, all entrants will then be referred to the sailing sub committee, for approval.

The number of races matches the number of participants – each sailor swaps boats every race.

If less than three races are sailed, no discard will be applied. If three to five races are sailed, one discard is applied. If more than five races are sailed, two discards will be applied.

APPENDIX D

Committee Boat Starts and Finishes

1. Signals

- 1.1. Signals made ashore will normally be displayed at the Bridge Deck. Signals afloat will be displayed at the race committee boat.
- 1.2. When flag AP (Answering Pennant) is displayed, "1 minute" is replaced by "not less than 1 minute" in race signal AP. This changes Race Signals; postponement signals.
- 1.3. Postponement (Answering Pennant), and abandonment (Flag N over A) signals flown from the clubhouse also apply to racing and will not necessarily be duplicated at the Bridge Deck or committee boat.

2. Committee Boat Start

- 2.1. RRS Rule 26 will apply.
- 2.2. The start line for all craft is a straight line between a staff (mast) of the committee boat at the starboard end, and the port end starting mark, as specified in the course instructions. If an inner distance mark is laid, boats must sail a course which passes between the inner and outer distance marks.
- 2.3. The committee boat will display an orange flag from the mast (or staff) used as the start line, during start procedures.

3. Recalls

- 3.1. Individual Recalls will be signalled by leaving the class flag at the dip accompanied by one sound signal. The flag shall be displayed as such until all such boats are completely on the pre-start side of the starting line, but not later than two minutes after the starting signal or one minute before any later starting signal, whichever is later. This changes RRS Rule 29.1.
- 3.2. A General Recall will be signalled in accordance with RRS Rule 29.2. If other classes are due to start after the recalled start then they shall proceed as scheduled. i.e. the recalled fleet will start after all other fleets. The recalled fleet's warning signal will be one minute after the last scheduled start. This changes the start procedure to RRS 29.2.

4. Committee Boat Finish.

- 4.1. The finish line will be between the staff (mast) of the race committee boat and the nearby mark at the port end, or the nearby mark of the course.
- 4.2. When the race signal Flag S is displayed on the race committee boat, the race will end when the leading boat, continuing round the course, next crosses the finish line, as defined in 10.1.
- 4.3. The committee boat will display a blue flag, from the mast (or staff) used as the finish line during finishing procedures.
- 4.4. When race signal S is displayed from a support craft, the race will end when the leading boat crosses a line between the support craft displaying the flag S and the nearest mark of the course.

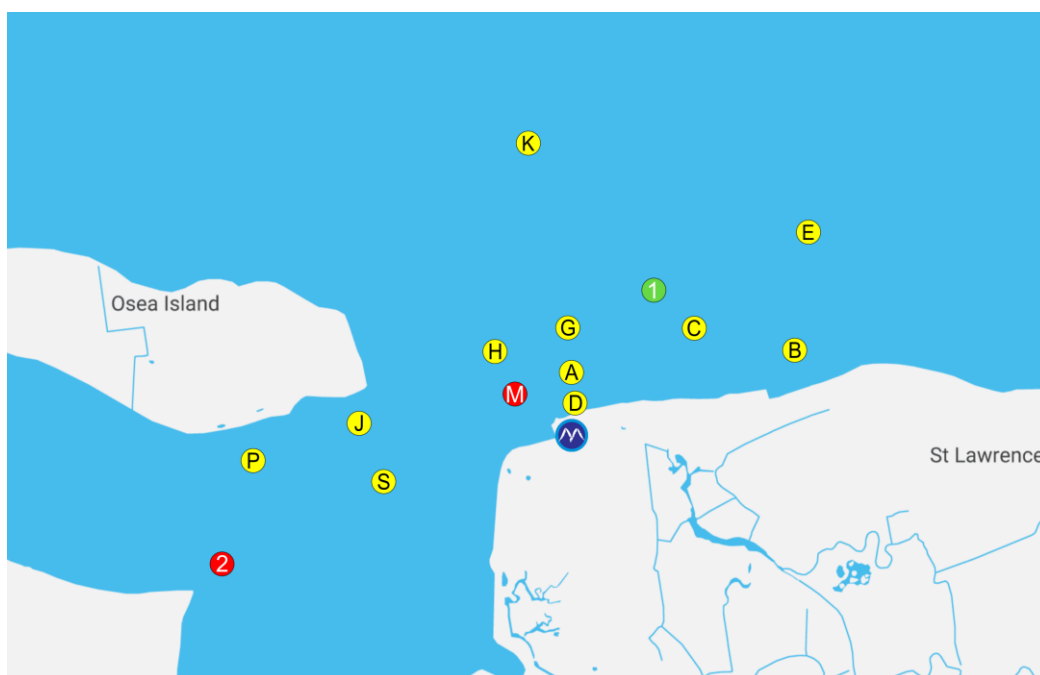
Appendix E

Charts

The below charts are provided for informational purposes only as an aide to Race Officers when setting courses. Positions of marks may change slightly throughout the year. Ensure that all the marks are available prior to setting a course.

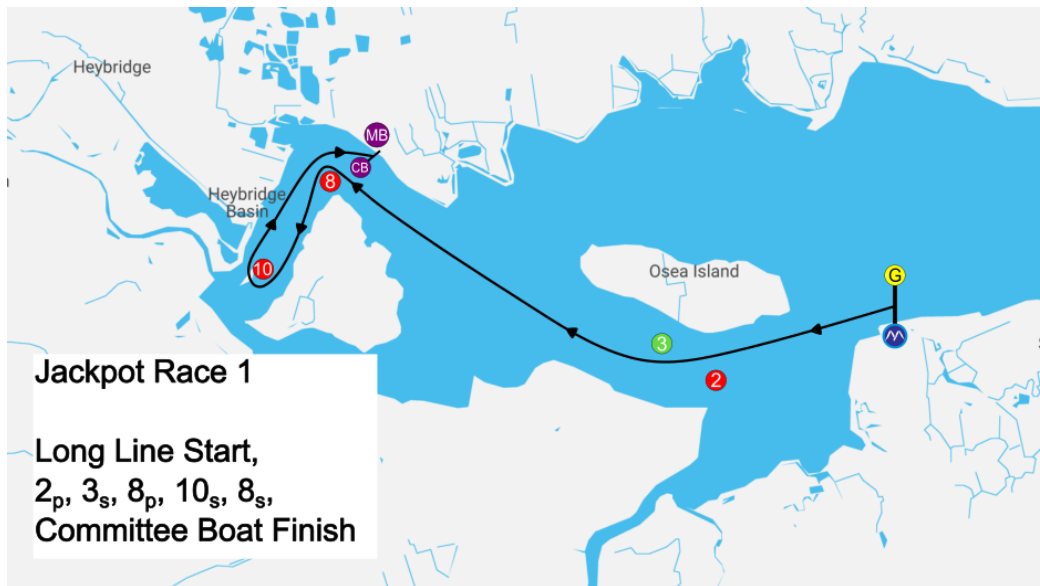
An up to date and interactive map can be found on the club site at: <https://www.marconi-sc.org.uk/marconi-race-marks/>

1. Club Racing Marks

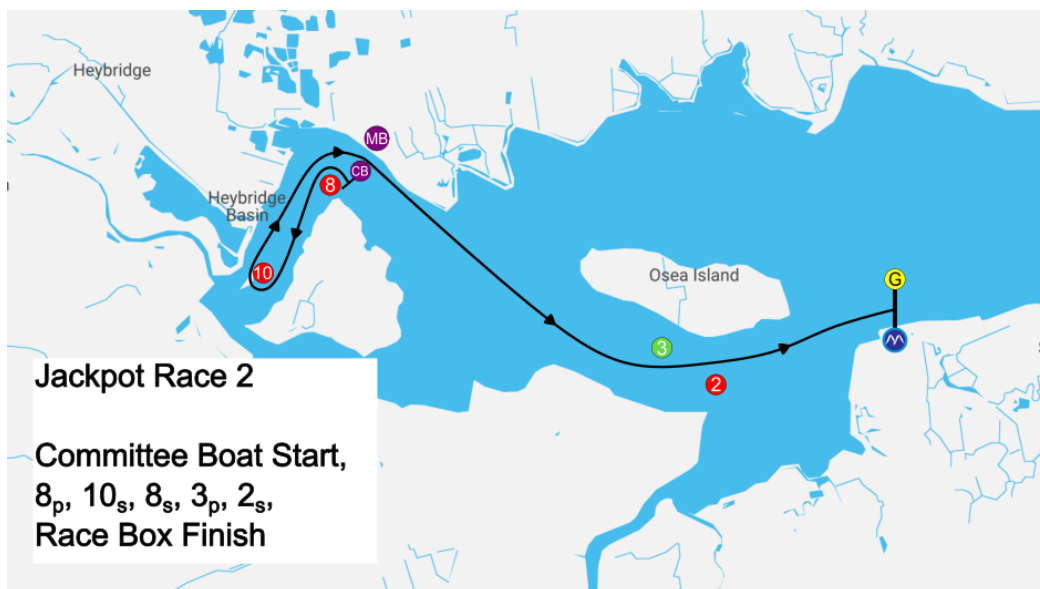


Marks accurate as of Feb 2024. Obstructions and other river conditions will be needed to be taken into account (e.g. a cruiser moored too close to a mark). Additional inflatable marks might be necessary to make a complete course.

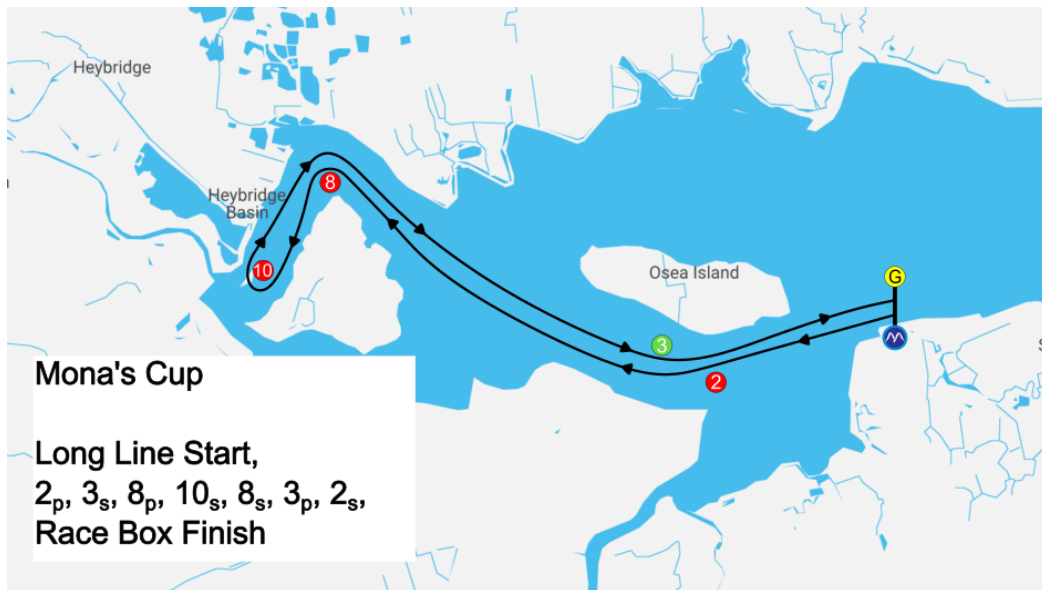
2. Jackpot Race 1



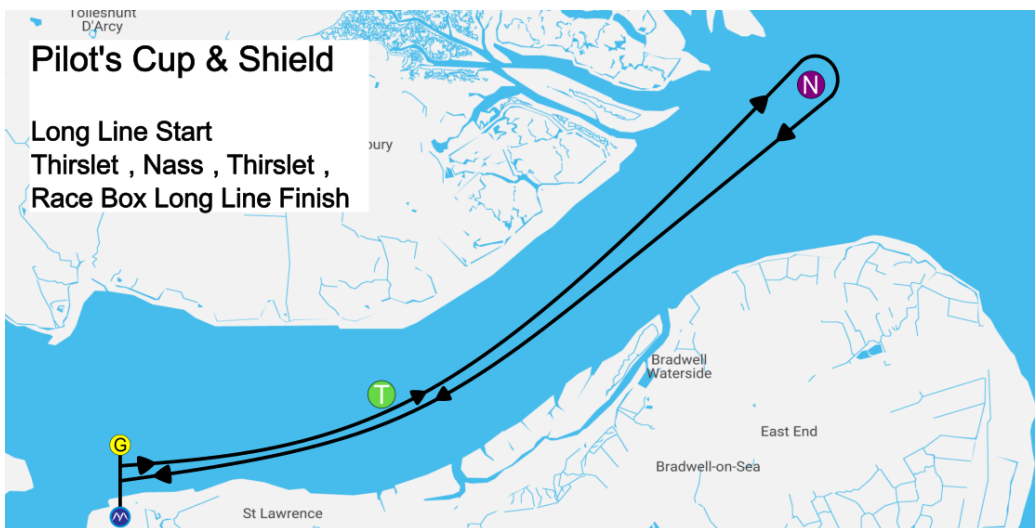
3. Jackpot Race 2



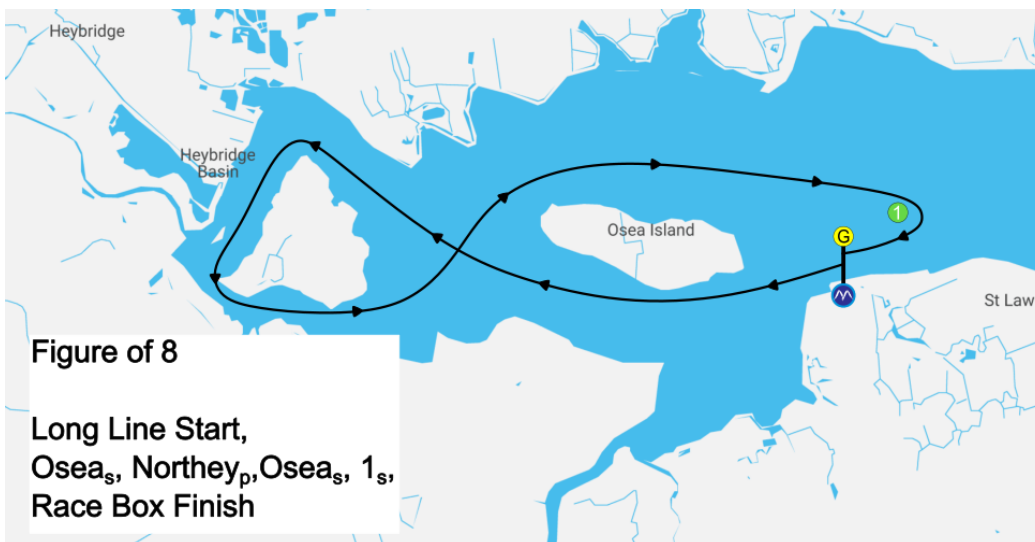
4. Mona's Cup



5. Pilot Cup & Shield



6. Figure of Eight



END OF DOCUMENT

Reviewed on 20th February 2024 by the Sailing Sub-committee

To be reviewed after 1 year: Next review due January 2025
(or when RYA Racing Rules of Sailing updates are published)