



CARGREEN YACHT CLUB



WHITE SAIL CHALLENGE 2017 – INSTRUCTIONS

- 1. AIM** The aim of the CYC White Sail Challenge 2017 is to provide an opportunity for Members to sail together in 12 gently competitive and fun sailing events in local waters. Events take place around high tide so that there is plenty of water space; 11 on Wednesday evenings at generally fortnightly intervals, and the 12th event will be included in the Cargeen Regatta on Saturday 16 September. The Challenge is suitable for any type of sailing yacht, whether large or small, mono or multi hull, and continuously adjusted handicaps will be used throughout so that everyone has a good chance of doing well. Starts and finishes take place at Cargeen or in the vicinity of Neal Point Buoy, and are arranged so that boats do not have to struggle against foul tidal streams to start and finish. The Challenge is not racing in the usual sense; the general idea is that yachts start in their own time but during a defined “time slot”, then sail independently as fast as possible consistent with good seamanship around a designated course marked by standard navigational buoys in the river. Thus close quarter situations are avoided, and boats should be able to take part with ordinary cruising-risks insurance. Courses will take around 1½ hours to complete. Yachts are required to record their own start and finish times, and continuously adjusted handicaps will be applied to calculate the finishing order. Points will be awarded for each event, and an overall winner of the challenge will emerge at the end of the series. After each event, crews are encouraged to meet up in the clubhouse so that salty stories can be exchanged and challenge experiences swapped! The bar will be open on Wednesday evenings and crews are encouraged to bring a picnic meal or pasties etc. A barbecue will be available during the Regatta of course.
- 2. ORGANISING AUTHORITY** The organising authority is the Cargreen Yacht Club Ltd and the delegated Challenge Officer is Tony Head who may be contacted by SMS txt 07885 914 148 or by email tony-head@lineone.net
- 3. ABSENCE BY TONY HEAD** Tony will be away on the Jester Challenge 11 June for about 3-4 weeks. Arrangements will be made to provide cover for the event on 21 June with details announced later.
- 4. SCHEDULE OF EVENTS** The challenge will comprise the following 12 events (all times BST):

DATE	TIDE	START SLOT	START LINE	FINISH LINE
Wed 10 May	1836/5.3	1800-1830	Cargeen	Neal Point Buoy
Wed 24 May	1735/5.3	1800-1830	Cargeen	Neal Point Buoy
Wed 7 Jun	1729/5.0	1800-1830	Cargeen	Neal Point Buoy
Wed 21 Jun	1611/5.0	1800-1830	Cargeen	Neal Point Buoy
Wed 5 Jul	1610/4.7	1800-1830	Cargeen	Neal Point Buoy
Wed 12 Jul	2048/5.2	1800-1830	Neal Point Buoy	Cargeen
Wed 26 Jul	2102/5.6	1800-1830	Neal Point Buoy	Cargeen
Wed 9 Aug	1958/5.4	1800-1830	Neal Point Buoy	Cargeen
Wed 23 Aug	1957/5.7	1800-1830	Neal Point Buoy	Cargeen
Wed 6 Sep	1858/5.5	1800-1830	Cargeen	Neal Point Buoy
Sat 16 Sep	1524/4.8	1200-1230 tbc	Sound	Cargeen
Wed 20 Sep	1853/5.7	1800-1830	Cargeen	Neal Point Buoy

- 5. ELIGIBILITY** Any type and size of sailing yacht may apply to enter, provided that the owner warrants that the design and construction of his yacht is suitable for the particular circumstances of sailing in Cargeen waters. Small yachts should note that no safety boat cover will be provided. Yachts may enter from other clubs affiliated to the RYA.
- 6. SAFETY & EMERGENCY GEAR** The owner shall warrant that his yacht is equipped with safety and emergency gear appropriate for the risks of sailing in Cargeen waters. The CYC most strongly recommends that life jackets are worn by all crew whilst participating in these events.
- 7. INSURANCE** It is a condition of entry that yachts shall carry adequate third party insurance for the challenge. It will be found that most insurance providers will permit cruising yachts to take part in these

types of low key events without additional premium or excesses, but it is important to clarify this in writing with the provider beforehand.

8. ENTRY FEE Entry is free of charge, except for the Regatta event for which a separate entry will be required. Modest prizes have been donated and will be awarded at the end of the Challenge.
9. APPLICATION FORM & DISCLAIMER Application to participate in the CYC White Sail Challenge 2017 shall be in the format reproduced in Annex A and sent by email or SMS text message to the Challenge Officer. It is essential for club liability reasons that the application is registered with the club before a yacht enters the challenge.
10. RULES OF SAILING The International Rules for the Prevention of Collisions at Sea (IRPCS) shall apply during this challenge. This avoids the use of the more complicated Racing Rules of Sailing which some people find difficult. All entrants shall bear in mind that some boats may have inexperienced or light family crews onboard and should proceed accordingly. Aggressive application of the IRPCS is strongly discouraged. All boats shall endeavour to avoid close proximity, and larger boats are encouraged to keep well clear of smaller boats.
11. HANDICAPS Challenge handicaps from 2016 will be carried over to start the 2017 challenge. Boats new to the challenge in 2017 will be allocated an initial White Sail Handicap by the PPSA Port Handicapper (who happens to be the Challenge Officer!), aligned to the RYA National Handicap for Cruisers (NHC) system. Then after each event, handicaps will be adjusted to reflect finishing order in the event (details follow below); these adjusted handicaps will be carried forward and used in the next event. This will ensure all handicaps quickly settle down to "fair" handicaps that represent actual performance on the water and will give everyone a good chance of doing well!
12. SAILS Only "white" sails (or tan of course!) shall be used ie mainsail and headsails. Spinnakers, cruising chutes, topsails, gennakers and the like shall not be used. Headsails may be poled out if desired.
13. START & FINISH LINES Two start/finish lines are available for use:
 - a) Cargreen Line The transit formed by the two flag staffs near the Race Hut at the landward end of the CYC's causeway. These flag staffs are marked with orange boards.
 - b) Neal Point Buoy Line The transit formed by Neal Point Buoy in line with the central pillar of the River Tavy railway bridge (the point where the colour of the bridge changes from grey to brown) with yachts passing to the west of Neal Point Buoy.
14. STARTING Yachts shall start by crossing the start line in their own time during the designated "time slot".
15. COURSES 12 standard courses are described in the sketches enclosed in Annex B. The course for the day will be selected by the Challenge Officer taking into account wind and tide conditions, and usually announced the day before by email. The course will be formally indicated by letter boards displayed at the front of the Race Hut and visible from the river.
16. TIMING Yachts shall record their own start and finish times. A yacht starts or finishes when the foremost part of the yacht (usually the pulpit or bow sprit) crosses the line. Timing should be taken to the nearest second and the same timepiece used throughout; ideally time taken from a GPS should be used.
17. ON FINISHING Skippers are to report their start and finish times to the Challenge Officer by SMS text or on paper as soon as convenient after finishing; the name of the yacht must be clearly stated in the message. Verbal reports will not be accepted because of the risk of errors. Provisional results and adjusted handicaps will be announced in the clubhouse as soon as possible after each event, and will be confirmed by email the next day.
18. SCORING The winner of an event will be awarded 2 points and the yacht coming second 4 points and so on in 2 point steps. The Regatta on 16 September will count "double" (actually 1, 2, 3 points etc in single point steps). Yachts that do not start (DNS) will be awarded points equivalent to the total number of yachts entered in the challenge plus four points. Yachts that start but retire and do not finish (DNF) will be awarded points equivalent to the number of yachts that started in that particular event plus two points. Points from the Regatta and the 8 best results out of the other 11 events will count towards the

overall challenge result. This allows 3 “discards” for events missed due to holidays etc. Modest prizes will be awarded to overall winners of the challenge.

19. **ADJUSTMENT OF HANDICAPS** Handicaps will be in the form of a time correction factor and will range from about 0.600 (for a very small yacht) to about 1.100 (for a large yacht). The yacht winning an event will have its handicap increased by 0.020, the yacht coming second by 0.015, and the yacht coming third by 0.010. Similarly the yacht coming last will have its handicap reduced by 0.020, the penultimate yacht by 0.015, and the ante penultimate yacht by 0.010. Handicaps of yachts “in-between” will remain unadjusted. These handicaps then will be carried forward and used in the next event. In this way every yacht, big or small, should have a good chance of winning at least some of the time! eg:

POSITION	BOAT	STARTING HCAP	CORRECTION	NEXT HCAP C/F
1st	A	0.835	+0.020	0.855
2	B	0.913	+0.015	0.928
3	C	0.727	+0.010	0.737
4	D	0.801	0	0.801
5	E	1.008	0	1.008
6	F	0.982	-0.010	0.972
7	G	0.754	-0.015	0.739
8 last	H	0.874	-0.020	0.852

20. **CHALLENGE OFFICER’S DISCRETION** The Challenge Officer shall have discretion to apply greater handicap corrections for a new boat where it is judged this is necessary to evolve more quickly to a representative handicap.
21. **CHARTS** Chartlets of the area are included at Annex C below. It is emphasised that these are for general guidance only and must not be relied upon for pilotage during the Challenge.
22. **KEEPING CLEAR OF MOORINGS** Yachts should endeavour to keep to the east of the Cargreen Starboard beacon (green conical topmark) and clear of moorings. However it is accepted that tide and wind may constrain some yachts to sailing to the west of this beacon in some events, in which case great care must be taken when sailing through the moorings area.
23. **YACHT AGROUND** A yacht which goes aground may use its engine to get off and then may continue in the event providing the engine is disengaged at the earliest reasonable moment after the boat is clear. A yacht which goes aground and receives outside assistance to get off shall retire and shall be awarded points for DNF.
24. **REDRESS** Should a yacht give assistance to a vessel in distress (eg a boat aground!) then that yacht shall be entitled to appropriate redress as decided by the Challenge Officer eg an allowance for the time lost whilst giving assistance, or award of an average place.
25. **VHF CHANNEL** If VHF radio is carried, yachts should monitor channel 72 during the event, and listen for any special instructions from the Challenge Officer.
26. **BOATS WITHOUT ENGINES** Arrangements can be made to tow boats without engine down to the start and back from the finish, for courses in the “pool” below Weir Point.
27. **VISITING YACHTS** Non-CYC yachts are welcome to temporarily secure a dinghy/tender to a vacant CYC mooring whilst taking part in an event, and moor up after the event off Cargreen to come ashore for refreshment.
28. **APRES EVENT** The bar will be open afterwards for refreshments. Crews are encouraged to bring a picnic meal and the galley may be used to heat oggies etc on a BYO & DIY basis. However participants will be responsible for leaving the galley in a clean and tidy state!

Hope you will join in this challenge and have really enjoyable sailing.

Anthony Head

ANNEX A

APPLICATION FORM & LIABILITY DISCLAIMER

Application to enter is to be sent by SMS text message to the Challenge officer on 07885914148 (preferred method) or by email to tony-head@lineone.net , and is to be in the following format:

"I (*name of skipper/owner*) apply to participate in the CYC White Sail Challenge 2017 in (*name of yacht, class & sail number*). I confirm I have read and agree to comply with the Instructions for the Challenge, in particular paragraphs 5, 6 and 7 concerning suitability of my yacht, adequacy of safety and emergency equipment, and cover by third party insurance."

ANNEX B – WHITE SAIL CHALLENGE - COURSES 2016

The following Challenge Marks are used:

1. CARGREEN STARBOARD BEACON – green conical topmark
2. WEIR POINT POWERLINE – yellow conical buoy mid Tamar at the southern end of the CYC mooring patch (also known, erroneously, as the Cargreen Ski Buoy).
3. NEAL POINT – green conical buoy, northern most of 4 green buoys, between Neal and Warleigh Points
4. WARREN POINT – green conical buoy, next south of Neal Point
5. EAST TAMAR NORTH – green conical buoy, next south of Warren Point.
6. EAST TAMAR SOUTH – green buoy, southern most of 4 green buoys, off Warren Point
7. NORTH SKINHAM RACE MARK No 2 – isolated orange spherical buoy located off Skinham Point/China Fleet Club. This buoy is officially indicated on the chartlet at Annex B as “Two”.
8. SALTASH SAILING CLUB BRUNEL GREEN – dome shaped dirty/faded yellow buoy marked “SSC BOUY”(sic) just east of moorings opposite Ernesettle Ammunition Pier. This is officially indicated on the chartlet at Annex C by “One”

Twelve standard courses (A, B, C, D, AC, AD starting at Neal Point Buoy and BC, BD, CA, CB, DA, DB starting at Cargreen) are shown on the following sketch charts. The course for the day will be selected taking into account wind and tide conditions, and displayed using letter boards at the Race Hut, visible from the water.

























