

CARGREEN YACHT CLUB

CAWSAND WHITE SAIL CHALLENGE 2022

SUNDAY 19 JUNE

HW DEVONPORT 1027, LW 1635 & HW 2242

Note: It is appreciated that this event is taking place on Fathers' Day. Why not consider it as a Fathers' Day outing for the family?!

- 1. INTRODUCTION** This year's Cawsand Challenge is scheduled to take part on Sunday 19 June. The outline plan is to start at Cargreen during time slot 1100-1130, take the ebb towards Cawsand, finish at New Grounds Buoy, anchor and meet up in The Rising Sun for a pub lunch, re-start at Queens Ground Buoy during time slot 1700-1730 and follow the flood in order to finish at Cargreen. The Challenge is not racing in the usual sense; the general idea is that yachts start in their own time but during the defined half-hour time "slot", then sail independently to execute a fast and seamanlike passage around the specified course marked by standard navigational buoys in the river and Sound. Thus close-quarter situations are avoided, and boats should be able to take part with ordinary cruising-risks insurance. Handicaps are applied so that any boat whether large or small should have an equal chance of doing well. It is hoped there will be a good turn out of regular White Sail Challengers and that the event attracts some new challengers and cruising folk.
- 2. AIM** The aim is to provide a mildly competitive, fun sail in company, to Cawsand, meet up for lunch to swap yarns, then complete the challenge with a return leg.
- 3. ORGANISING AUTHORITY** The organising authority is the Cargreen Yacht Club Ltd and the delegated Challenge Officer is Tony Head who may be contacted via the WhatsApp White Sail Group, SMS txt 07885914148 or by email tony-head@lineone.net
- 4. ELIGIBILITY OF A YACHT** Any type and size of sailing yacht may apply to enter, provided that the owner warrants that the design and condition of his yacht is suitable for the particular circumstances of sailing in Cargreen waters and in the Sound. Yachts from other clubs affiliated to the RYA are very welcome to take part.
- 5. SINGLEHANDERS & SELF STEERING GEAR** Single handers are welcome and crews may use self steering gear. A good lookout must be maintained at all times.
- 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 Cargreen waters and in the Sound. The CYC most strongly recommends that, whilst participating in this event, all crew wear a life jacket.**
- 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/low-risk events without additional premium or excesses, but it is important to clarify this in writing with the provider beforehand.**
- 8. DECISION TO SAIL – RESPONSIBILITY OF SKIPPER** **Sailing, by its very nature, is an activity with risks. The decision to sail in this event lies solely with the skipper who must make a risk assessment and take into account factors including the weather forecast, his experience and that of his crew, and the condition and suitability of his yacht and its equipment. Skippers of small yachts should note and take into account that no safety boat cover will be provided.**

9. APPLICATION FORM & DISCLAIMER. Application to participate in the Cawsand Challenge 2022 shall be in the format reproduced in Annex A (use exact wording please) and sent by WhatsApp or SMS text message to the Challenge Officer; early application would be appreciated. On receipt of an application, the entrant will be invited to join the WhatsApp White Sail group and, if required, an application form for an initial White Sail Handicap will be sent to the skipper for completion and return. It is essential for club liability reasons that the application is received and registered with the club before a yacht enters the challenge.
10. ENTRY FEE Entry is free of charge. A modest prize will be awarded at the end of the Cawsand Challenge.
11. RULES OF SAILING The familiar International Rules for the Prevention of Collision 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 boats may have inexperienced or light family crews on-board and should proceed accordingly. Gentlemanly behaviour on the water is a distinctive feature of White Sail Challenge events; aggressive application of the IRPCS is prohibited. A give-way vessel shall alter course in good time and pass well clear, and larger boats are encouraged to avoid "taking the wind" of smaller boats. As a guide, boats should avoid getting closer than 10m in light conditions and double that in stronger conditions. A doff of the cap or cheery wave to indicate one has seen the other boat and is about to give way will avoid vulgar shouts of "Starboard!"
12. HANDICAPS For existing White Sail Challenge boats, handicaps will be carried over from the regular evening event immediately preceding the Cawsand Challenge. Boats new to white sail challenges will be allocated an initial White Sail Handicap on application to the Challenge Officer. On completion of the outbound leg, handicaps will be adjusted to reflect finishing order, using the standard +/- 0.03, 0.02 0.01 adjustments of the main White Sail Challenge, then the adjusted handicaps will be used for the return leg. Note: Any adjustments applied during the Cawsand Challenge will apply only to this challenge and will not be carried forward into the main White Sail Challenge.
13. SAILS Only fore and aft "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. White sails may be changed during an event eg a large headsail may be changed for a smaller jib, mid-course, if the wind pipes up.
14. SAFETY ACCOUNTING FOR YACHTS – CHECKING IN & OUT The WhatsApp White Sail group will be monitored by the Challenge Officer during the Cawsand event and until all boats are accounted for. It is vital for management of the Challenge and safety accounting of yachts that skippers check-in shortly before starting and check-out shortly after finishing or retiring. This is to be done for both the outbound leg and the return leg. Checking-in is to be done by posting the WhatsApp message (or SMS as fall-back) "Yacht name checking-in". Then a yacht shall check-out by reporting its finish time eg "Yacht name 1h 23m 48s" or, if retired, by reporting "Yacht name retired". All this is especially important in view of the "remote control" aspect of the management of the Challenge. A yacht that forgets to check-in and check-out properly will cause concern and may precipitate unnecessary searches etc; this will not amuse the Challenge Officer.
15. START & FINISH LINE The start/finish line is the transit formed by the Cargreen Beacon (green conical top mark), with the gas pipeline west marker (yellow diamond) situated in the Coombe. Yachts shall start and finish by passing to the east of the Cargreen Beacon.
16. STARTING Yachts shall check-in (see paragraph 15 above) then start by crossing the start line in the direction of the course in their own time during the designated time "slot".
17. OUTBOUND COURSE Yachts shall start on the Cargreen Line during the time "slot" 1100-1130 and take the ebb, and finish at New Ground buoy. The outbound course is:

SSC Race Mark No 2 (dirty yellow cylindrical buoy, marked on Admiralty Charts as "Two", in approximate position 50N25.4 04W12.5) – leave to port
SSC Race Mark No 1 Buoy (orange spherical buoy, marked on Admiralty charts as "One" in approximate position 50N24.9 04W12.25) – leave to port
Lynher Entrance Buoy (red can) – leave to port
West Mud buoy (red can) – leave to port
North Drakes Island buoy (red can) – leave to starboard
Asia Buoy (red can) – leave to starboard
Melampus Buoy (red can) – leave to port
Dunstone Rock Buoy (yellow spherical) – leave to starboard
Duke Rock (west cardinal) – leave to starboard
Finish – New Ground Buoy (red can) in transit with the Breakwater Lighthouse, leaving the buoy to port.

18. On completion yachts should anchor or beach in Cawsand Bay, and endeavour to avoid anchoring in areas of sea grass - see local Notices for Mariners for details.

19. RETURN COURSE Yachts shall get underway as convenient, and start the return leg during the time "slot" 1700-1730. Yachts shall start by leaving Queens Ground Buoy to starboard and when the buoy is in transit with the Breakwater Light. The course home takes the flood and is:

Queens Ground Buoy (red can) – leave to starboard
Melampus Buoy (red can) – leave to port
Asia Buoy (red can) – leave to port
North Drakes Island (red can) – leave to port
West Mud buoy (red can) – leave to starboard
Lynher Entrance Buoy (red can) leave to starboard
Neal Point Buoy – leave to starboard
Weir Point Ski Buoy – leave to port
Finish by crossing the Cargreen Line, south to north.

20. SAILING IN THE HAMOAZE AND SOUND Challengers are reminded that warships and merchant ships have absolute right of way in the Hamoaze and in the Sound (with "moving exclusion zones"), and that yachts should not impede the Torpoint Ferries.

21. STRONG WINDS FORECAST ON 19 JUNE If strong winds are forecast on 19 June, the Challenge Officer may arrange a shorter course and more sheltered anchorage eg finish at Battery Point Buoy and anchor in Barn Pool.

I hope everyone enjoys this little event.

Tony Head

tony-head@lineone.net

07885914148

Annex A

Please enter by sending the following message by WhatsApp or SMS text to Tony Head on 07885914148. Please use the exact wording; this is for club liability reasons. Early entry would be appreciated.

"I (*name of skipper/owner*) apply to participate in the CYC Cawsand Challenge 2022 in (*name of yacht, class & sail number*). I confirm I have read and agree to comply with the Sailing Instructions for the Challenge, in particular paragraphs 6, 7, 8 & 9 concerning suitability of my yacht, adequacy of safety and emergency equipment, cover by third party insurance, and sole responsibility of skipper."