The Craft Insure Osprey Championships 2025

3-6 July 2025

The Mumbles Yacht Club

The Organizing Authority is The Mumbles Yacht Club
in conjunction with the Osprey Class Association

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2025 – 2028 and the rules of the Osprey Class Association, except if any of these are changed by the Sailing Instructions.

2. COMMUNICATIONS WITH COMPETITORS

2.1. Notices to competitors will be posted on the online official notice board at: https://mumblesyachtclub.co.uk/index.php/official-notice-board/

2.2. Notices to competitors and other updates may also be repeated on the event WhatsApp Group. Should this information differ from the Official Notice Board online (see SI 2.1) then the Official Notice Board takes precedence. The Race Committee will provide details of its

intentions for the day by 09:30: and updates regarding postponements, using the event WhatsApp group.

2.3. Use the link below to join the event WhatsApp group will be provided at registration. Failure to receive WhatsApp messages shall not be grounds for redress and changes RRS62.1(a) https://chat.whatsapp.com/BQ2nc9hqDjK3A2pwbFvlE2

2.4. Briefings will be held on the first floor of the Clubhouse at 1100hrs on the first day of racing.

2.5. Any change to the schedule of races will be posted by 19:00 on the day before it will take effect and any change to the sailing instructions will be posted at least 30 minutes before flag D is displayed (SI 3.2) on the day it will take effect.

2.6. [DP][NP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

2.7. The class flag will be Naval Numeral 0.

3. SIGNALS MADE ASHORE

3.1. Signals made ashore will be displayed from the flag mast on the clubhouse.

3.2. [DP][NP] Boats shall not leave the shore until flag D is displayed ashore. The warning signal will be made not less than 45 minutes after flag D is displayed.

3.3. When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

4. SCHEDULE OF RACES

4.1. A total of 8 races (two races each day) will be scheduled. Any races postponed or abandoned for the day may be sailed on a subsequent day, up to a maximum of 4 races per day.

Day	Start Time	Warning Signal	Number of races	High Water
Thursday 3rd July	13:05	13:00	2	12:48 @ 7.43m
Friday 4th July	11:35	11:30	2	13:45 @ 7.22m
Saturday 5th July	11:35	11:30	2	14:50 @ 7.18m
Sunday 6th July	11:35	11:30	2	15:57 @ 7.35m

4.2. The warning signal for succeeding races will be made as soon as practicable.

4.3. The Race Committee will display the orange starting line flag on the committee boat at least one minute before a warning signal is made.

4.4. On the last day of the regatta no warning signal will be made after 15:00.

5. RACING AREA

5.1. The racing area will be within the confines of Swansea Bay.

a) See Appendix A

5.2. On Saturday and Sunday, a marine exclusion zone is in effect in Swansea Bay as in Appendix B. This will be clearly marked with large inflatable buoys

6. COURSES

6.1. The diagrams in Appendix B show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.

6.2. The gate 3s/3p may be replaced by a single mark to be left to port.

6.3. No later than the warning signal, the race committee boat will display the course designation from a board on a side of the committee boat. If no course designation is displayed, the course will be LT3.

7. MARKS

7.1. Mark 1 will be a large orange inflatable buoy.

7.2. Mark 1a (offset windward mark) will be a thin inflatable yellow buoy.

7.3. Mark 2 will be large yellow inflatable buoy.

7.4. Marks 3s and 3p will be large orange inflatable buoys.

7.5. An alternate windward mark will be a large orange inflatable buoy with a white band.

8. OBSTRUCTIONS

8.1. The following object is designated as an obstruction:

a) Mumbles Pier

9. THE START

9.1. The start line will be between a staff flying an orange flag on the race committee boat at the starboard end and the starting mark at the port end.

9.2. The starting mark will be a large yellow buoy.

9.3. A boat that does not start within ten minutes after her starting signal will be scored DNS without a hearing. This changes RRS 63.1 and A5

10. CHANGE OF THE NEXT LEG OF THE COURSE

10.1. To change the next leg of the course, the race committee will lay a new mark (alternate windward mark) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

10.2. The requirement to signal a change of course in accordance with RRS 33 does not apply if the race committee changes the angle of the next leg of the course by no more than plus or minus 10 degrees and/or extends or shortens its length by no more than 200 metres. This changes RRS 33.

11. THE FINISH

11.1. The finishing line will be between a staff flying a blue flag on the committee boat and the finishing mark.

11.2. The finishing mark will be a thin yellow inflatable buoy.

11.3. The race committee may award a finishing place to a boat by pointing Flag W at her with a sound. The signalled boat shall be deemed to have finished, and the score awarded shall be the position she occupied at the time of the signal. If two or more overlapped boats are signalled, they shall be scored as if they were tied. This changes RRS 28.1 and A3.

12. TIME LIMITS & TARGET TIMES

12.1. The Target Time, Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Target Time	Mark 1 Time Limit	Race Time Limit	Finishing Window
60min	30min	110min	20min

12.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned

12.3. If more than 2 races are to be sailed in a day then the target time may be shortened (45 minutes) for those races.

12.4. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, will be scored DNF without a hearing, unless SI 8.2 applies. This changes RRS 35, A5.1 and A5.2.

12.5. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

13. HEARING REQUESTS

13.1. The protest time limit is 90 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board and displayed in the foyer of the Clubhouse.

13.2. Hearing request forms are available from the race office located on the ground floor of the Clubhouse, or the bar located on the first floor of the Clubhouse.

13.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses, and the location where hearings will take place.

a) Hearings will take place in the Race Office or The Training Room

14. SCORING

14.1. Three races are required to be completed to constitute a Championship.

14.2. Scoring will be as follows:

a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.

b) When from four or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

14.3. To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

15. SAFETY REGULATIONS

15.1. [DP] A tally system will operate; each boat being allocated a tally number at Registration.

15.2. Tallys will be a numbered wrist band, to be worn by either helm or crew

a) The tally board will be located at the top of the Knab Slipway

15.3. [DP] Competitors shall tally off as soon as possible when returning to shore.

15.4. A boat that retires from a race shall notify the race management as soon as possible. Promptly after returning to shore, the boat shall complete a retirement declaration log, which will be located outside the race office.

15.5. Breaches of the safety regulations will incur a standard penalty without a hearing, or a discretionary penalty after a hearing. The standard penalty will be 0 point for a first infringement, and 3 points for subsequent infringements, applied as in RRS 64.2. This changes RRS 63.1 and A5.

15.6. [DP] RRS 40.1 (*Personal Flotation Devices*) shall apply at all times while afloat.

16. REPLACEMENT OF CREW

16.1. [DP] Substitution of competitors is not allowed without prior written approval of the race committee.

16.2.

17. EQUIPMENT AND MEASUREMENT CHECKS

17.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

18. TRASH DISPOSAL

18.1. Trash may be placed aboard official vessels.

19. **Prizes**

19.1. Overall prizes for the top 8 entries

19.2. Special trophies according to eligibly rules:

a) Creeksea Trophy
b) U25 Helm and Crew Trophy
c) Filey Novice Trophy
d) Masters Trophy
e) Tubbs Trophy
f) Over 40 Crew – Tenby Tankard
g) Lady Helm and Lady Crew Trophy
h) Stubley Trophy
i) Stubbs Potential Trophy
j) Forsyth Land 120 Up Trophy
k) 60 Down Trophy

19.3. Spot prizes may be awarded at the discretion of the organising authority.

20. RISK STATEMENT

20.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

20.2. A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

20.3. It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.

20.4. Nothing done by the organizers can reduce the responsibility of the boat 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 boat 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

20.5. The provision of patrol boats does not relieve the boat of her responsibilities.

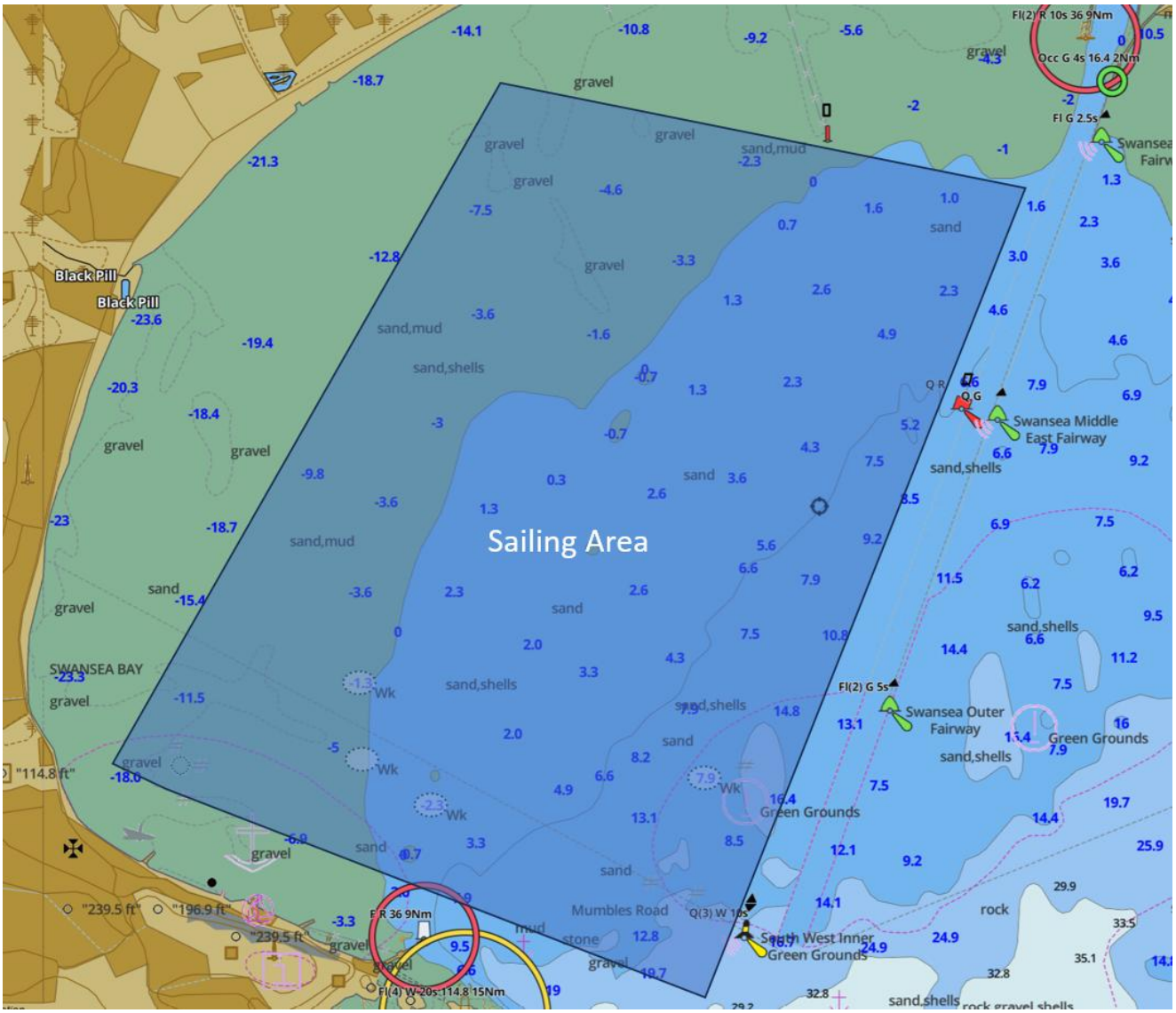
20.6. Furthermore, parents or guardians of competitors under 18 years will be required to take full responsibility for their dependents throughout the event and to sign the parental declaration on the entry form. The person accepting this responsibility shall be present for the duration of the Championship.

21. INSURANCE

21.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

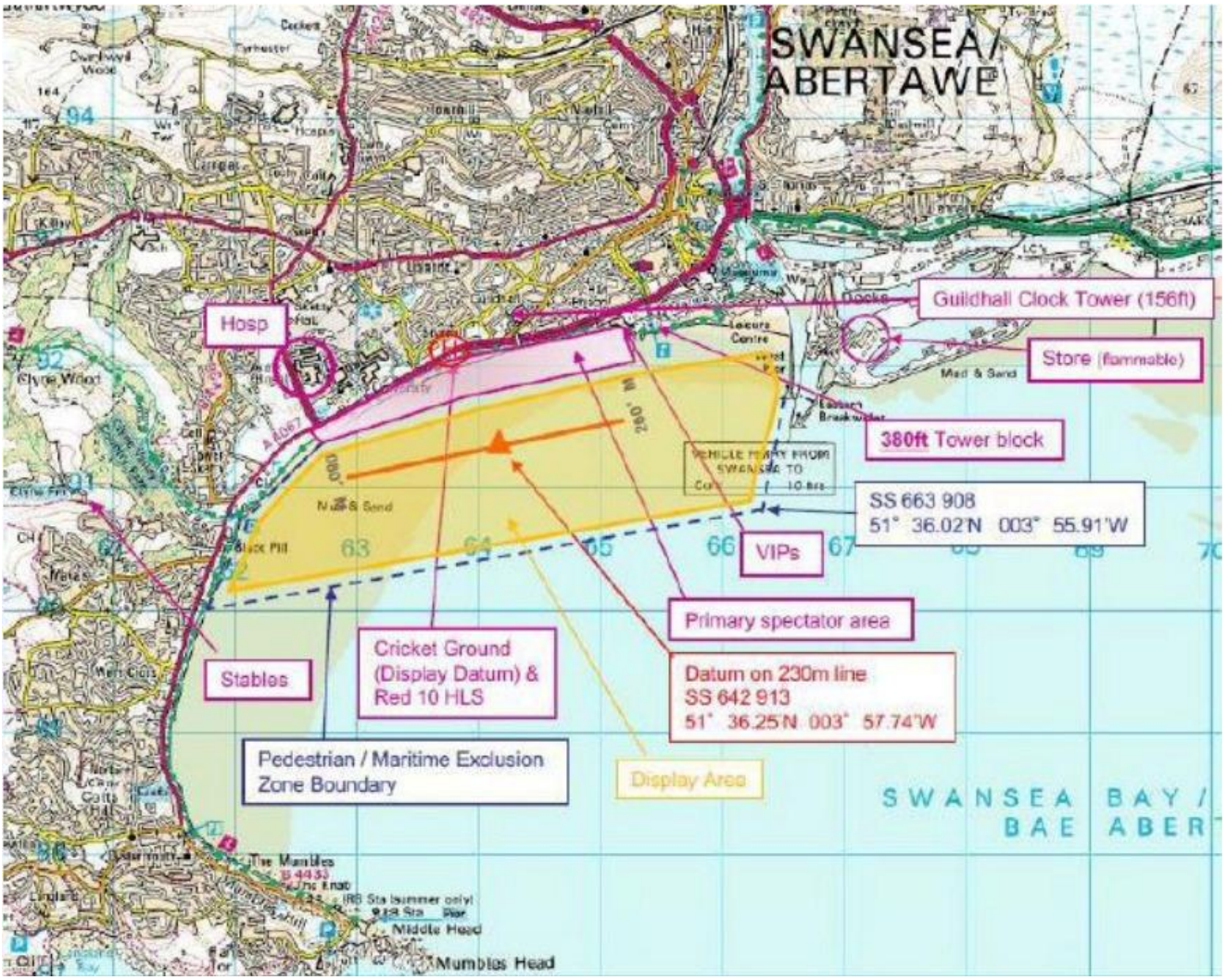
Appendix A

Approximate Location of Racing Area



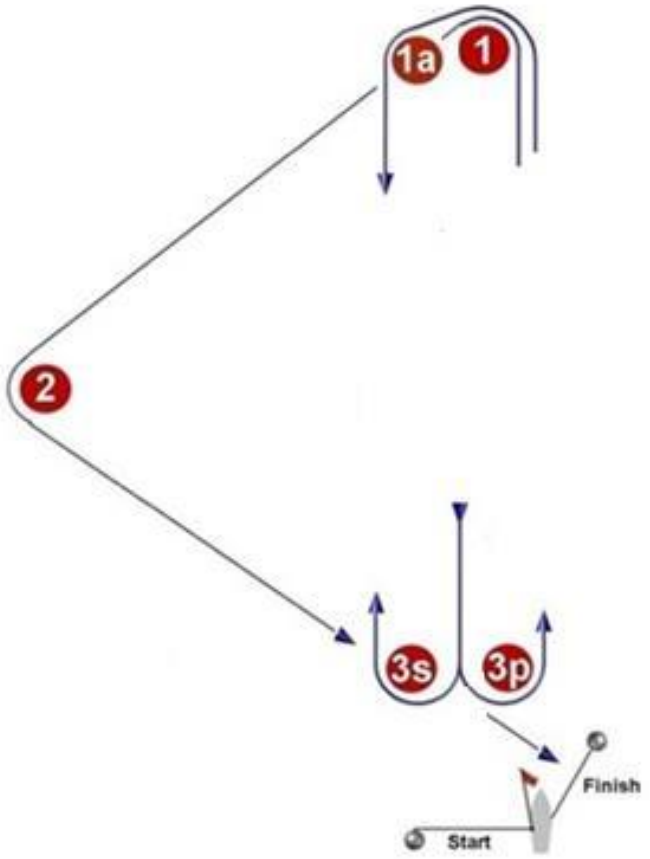
Appendix B

Marine exclusion zone



Appendix C

Windward/Leeward and Triangle Courses



Signal:	Mark rounding order:
LT2	**Start – 1 – 1a – 3s/3p – 1 – 2 – Finish**
LT3	**Start – 1 – 1a – 3s/3p – 1 – 2 – 3p – 1 – 1a – 3p – Finish**
LT4	**Start – 1 – 1a – 3s/3p – 1 – 2 – 3p – 1 – 1a – 3s/3p – 1 – 2 – Finish**
TL2	**Start – 1 – 2 – 3p – 1 – 1a – 3p – Finish**
TL3	**Start – 1 – 2 – 3p – 1 – 1a – 3s/3p – 1 – 2 – Finish**
TL4	**Start – 1 – 2 – 3p – 1 – 1a – 3s/3p – 1 – 2 – 3p – 1 – 1a – – 3p – Finish**
L2	**Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish**
L3	**Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish**
L4	**Start – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – 1 – 1a – 3s/3p – Finish**