



The 49th Mayor's Cup June 6-7, 2026 at Lake Townsend

Sailing Instructions (SIs)

1. Rules

1.1. The regatta will be governed by the rules as defined in the Racing Rules of Sailing.

2. Notices to Competitors

2.1. Notices to competitors will be posted on the official notice board located on the club race shed.

3. Changes to Sailing Instructions

3.1. Any change to the sailing instructions will be posted before 1030 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3.2. Oral changes to the Sailing Instructions may be made by the PRO on the water by raising Race Signal "L" and notifying and receiving verbal or visual acknowledgement from each boat that comes within hail.

4. Signals Made Ashore

4.1. Signals made ashore will be displayed on the Race Committee boat at dock or posted on the official notice board located on the club race shed.

4.2. When AP is displayed ashore, the warning signal will be made not less than 30 minutes after AP is lowered. This modifies Race Signal AP.

5. Schedule

5.1. Saturday, June 6th

Competitors meeting 10:00

First Warning Signal 11:30

Sunday, June 7th

First Warning Signal 10:30

No warning signal after 14:30

5.2. Signal flag "A" displayed with no sound while boats are finishing means "No more racing today".

6. Racing Area

6.1. The racing area will be located on Lake Townsend.

7. Course and Marks

7.1. The course will be displayed from the race committee (RC) boat.

7.2. The diagrams and text in Attachment A show the courses, course designations, marks in order and rounding directions of each mark.

7.3. The starting line will be between an orange flag on the signal boat and an inflated orange sphere at the pin end. The finish line will be between a blue flag on the signal boat and an inflated orange sphere at the pin end. The finish line may be shortened.

7.4. Marks 1, 2, and 3 are orange truncated cones. The change mark is a yellow sphere.

The offset mark is a small orange sphere.

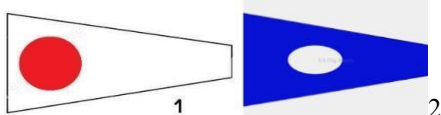
7.5 To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced the original mark. The offset will not be set after a course change.



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8. Starting System

8.1. Races will start under the Flags displaying class logo: Example: Flying Scot, Wayfarer, 420. Open Monohull - Numeral Pennant ONE; Open Multihull - Numeral Pennant TWO. If required, additional Class Flags will be announced at the Competitors' Meeting, and then posted on the official notice board.



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8.2 The order of class starts is at the discretion of the PRO. Class starts may be combined. Boats whose warning signal as not been made shall avoid the starting area during the starting sequence for other classes.

8.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

9. Time Limit

9.1. The time limit for each race will be 60 minutes for the first boat of each class to finish. If no boat meets the time limit, the race will be abandoned.

9.2 If no boat in a class has rounded the windward mark 30 minutes after the starting signal, that class's race shall be abandoned.

9.3. Race committee may finish in place boats who are still racing but not yet finished, provided their finish position can be determined in a reasonable manner.

10. Penalty System

10.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11. Protests

11.1. Boats intending to protest shall, if reasonably possible, notify the race committee boat at the finish line of the sail number(s) and class(es) of boat(s) being protested.

11.2. Protest forms are available at the notice board or from race committee.

11.3. Protests shall be delivered to Race Committee within 30 minutes after the race committee boat returns to shore.

11.4. Hearings will be held as soon as possible after racing on shore.

12. Scoring

12.1. Classes with four or more boats will be scored as one-design classes.

12.2. Open monohull and open multihull classes will be scored if more than four boats register for each class. If fewer than 4 monohulls and 4 multihulls register, one open class will be scored.

12.3. Handicap computations for open class(es) will be in accordance with the Portsmouth Yardstick using the Wind Dependent Handicap Factors.

12.4. Each race will be individually scored using low-point scoring.



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12.5. One race is required to be completed to constitute a regatta.

12.6. A boat's series score shall be the total of her race scores.

13. Safety

13.1. All boats shall comply with all local and state safety regulations, as well as class rules.

13.2. Prior to racing each day, a boat shall sail on starboard past the stern of the race committee boat and hail her sail number. (DP)

13.3. A boat that has withdrawn from a race shall notify race committee as soon as reasonably possible. (DP)

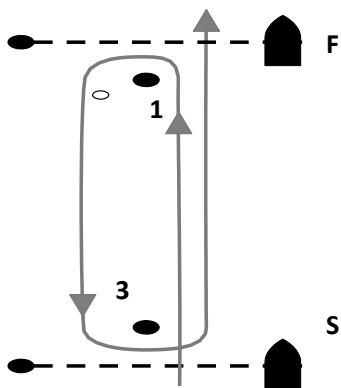
14. Disclaimer of Liability

14.1 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 the 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. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

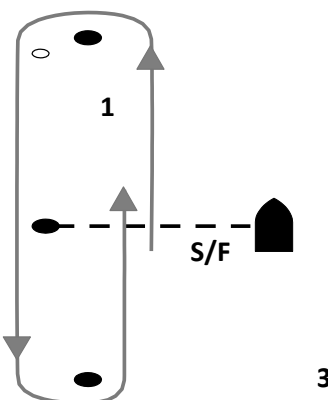
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Attachment A: Courses

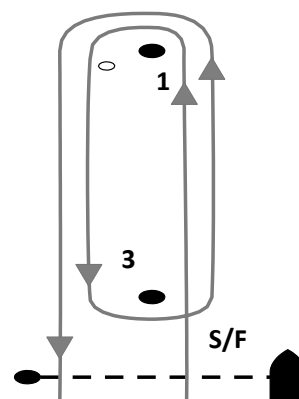
W
Windward Leeward



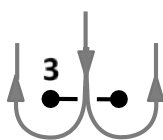
M
Modified Windward Leeward



WD
Windward Start/Downwind Finish



Leeward
Gate Option





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Any leeward mark can be replaced with a Leeward Gate in which case competitors must pass through the gate in the downwind direction and then round one of the two marks that form the gate, heading upwind outside one of the marks.

W indicates a windward-leeward course with a windward start and windward finish. This course includes an **offset mark (OM)** to port of the windward mark. **Start-1-OM-3-Finish**. If other than 1 lap, the number of laps will be displayed after the course abbreviation (e.g. **W2** means a two-lap windward-leeward course), and the **1-OM-3** will be repeated for each additional lap.

M indicates a modified windward-leeward course. This course includes an offset mark (OM) to port of the windward mark. **Start-1-OM-3-Finish**. If other than 1 lap, the number of laps will be displayed after the course abbreviation (e.g. **M2** means a two-lap modified windward leeward course), and the **1-OM-3** will be repeated for each additional lap.

WD indicates a windward-leeward course with a downwind finish. This course includes an offset mark (OM) to port of the windward mark. **Start-1-OM-3-1-OM-Finish**. If other than 1 leeward mark rounding, the number of roundings will be displayed after the course abbreviation (e.g. **WD2** means that sailors will round the leeward mark twice before finishing the course with a downwind finish), and the **3-1-OM** will be repeated for each additional leeward mark rounding.