



THE YACHTING MONTHLY CELTIC TRIANGLE

6th - 20th June 2025

Falmouth, GBR; Kinsale, IRL; and Tréguier, FRA

Organising Authority: RCYC Sailing Ltd,
Falmouth, Cornwall, UK

in conjunction with the UK Double Handed Offshore Series and the SOLO Offshore Racing Club
and
Kinsale Yacht Club, Club Nautique de Tréguier and the Town of Tréguier

SAILING INSTRUCTIONS

Note: All times are given in British Summer Time (BST, UTC+1)

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

The notation '[SP]' in a rule in the SI means that for a breach of this rule a standard penalty may be applied by the race committee without a hearing. This changes RRS 60.1, 63.2(a) and A5

1 RULES

- 1.1** The regatta is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- (a) A rule in the SI shall take precedence over a rule in the notice of race. This changes RRS 63.5(c).
 - (b) The rules of Part 2 When Boats Meet shall be replaced by the right-of-way rules of The International Regulations for the Prevention of Collisions at Sea (IRPCAS) between 2130 and 0500, and any other times when the visibility is less than 1km.
 - (c) World Sailing Development Rule DR21-01 applies (see SI 12.5).
 - (d) World Sailing Appendix WP – Rules for Waypoints applies.
- 1.2** If there is a conflict between languages, then the English text will take precedence.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except any change to the schedule of races will be posted before 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** The official noticeboard will be online at [YM Celtic Triangle 2025 Official Noticeboard | RCYC Sailing](https://chat.whatsapp.com/I8G4gwlAstB6c83KPLWH6P). There will not be a physical noticeboard. WhatsApp will be used to alert competitors that notices have been posted, and to make other announcements. Competitors are strongly encouraged to have at least one device connected to the event race management WhatsApp group:
<https://chat.whatsapp.com/I8G4gwlAstB6c83KPLWH6P>
NB. This is a targeted broadcast-only group and not the same group as the general chat group.
- 3.2** On the water, the race committee will make official, courtesy and safety broadcasts to competitors on VHF Ch **72**, including time checks and start sequence commentary.
- 3.3** [NP][DP] Competitors wishing to communicate with the race committee should do so on VHF Ch **77**.

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

No signals will be displayed ashore.

6 SCHEDULE OF RACES

6.1 YMCT25 will comprise 3 legs:

Date	Leg	First Warning Signal
Sunday 8 th June	Falmouth to Kinsale	1550
Friday 13 th June	Kinsale to Tréguier	1150
Wednesday 18 th June	Tréguier to Falmouth	1150 (1250 local time)

6.2 A briefing will be held for crews at 1800 on Saturday 7th June at the RCYC

6.3 Leg prizes will be awarded at socials in Kinsale and Tréguier.

6.4 A final prize-giving will be held at 1200 on Friday 20th June at the RCYC.

7 CLASSES

7.1 There will be three classes. The allocation of boats to classes is listed at Appendix A.

7.2 Boats are not required to display class flags.

8 RACING AREA

Racing will take in the sea area between Cornwall, Ireland and Brittany.

9 COURSES

9.1 **Leg 1 – Falmouth to Kinsale (approx 190nm)** . From a starting line at the mouth of Falmouth Harbour to the finish line off Kinsale, leaving the Manacles East Cardinal Buoy to starboard.

9.2 **Leg 2 – Kinsale to Tréguier (approx 300nm)**. From a starting line in the vicinity of Bulman South Cardinal Buoy then via a virtual mark (Waypoint) to port and Bishop Rock to port to the finish line at the Grande Passe entrance to the Tréguier River.

9.3 **Leg 3. Tréguier to Falmouth (approx. 100nm)**. From a starting line in the vicinity of Petit Pen ar Guézec navigation buoy near the mouth of the Tréguier River to a finish line at the mouth of Falmouth Harbour.

10 MARKS

Name	Light	Approximate Location
Orange inflatable start gate marks	None	East of Pendennis Point
Manacles East Cardinal	Q (3) W 10s	50° 02'.802 N 005° 01'.911 W
Bulman South Cardinal	Q+LF (6)(1) 15secs	51° 40'.077 N 008° 29'.746 W
Waypoint	None	51° 30'.000 N 009° 00'.000 W
Bishop Rock Lighthouse	FL (2) W 15s 44m 20Nm	49° 52'.369 N 006° 26'.736 W
Basse Crublent Port-Hand Lateral	Q (1) R	48° 54'.214 N 003° 11'.239W
Petit Pen ar Guézec Starboard-Hand Lateral	FL (2) G 6sec	48° 52'.508 N 003° 09'.386 W
Black Rock Port-Hand Lateral	FL (1) R 2.5sec	50° 08'.679 N 005° 01'.742 W

11 [SP] OBSTRUCTIONS

11.1 Traffic Separation Schemes (TSS) are designated exclusion zones that a boat shall not enter. TSS and their positions are listed at Appendix B.

11.2 In Falmouth Bay, moving exclusion zones are designated to exist around merchant and naval shipping constricted by their size, and around dive vessels (see SI 19.3 and 19.4).

12 THE START

12.1 **Falmouth**. The starting line will be a line extending in an easterly direction from Pendennis Point towards Black Rock beacon on a transit formed by the white pole with a triangle topmark and the signals mast.

- (a) Two orange, cylindrical, inflatable buoys, ranking as starting marks, will be laid between Pendennis Point and Black Rock to form a gate which will be close to the start line. When starting, boats shall pass through the gate.

Caution: Black Rock and the shore of Pendennis Point have outlying reefs. Competitors are advised to familiarise themselves with the extent of these reefs on the appropriate chart, and to keep well clear.

- 12.2 Kinsale.** The starting line will be between the committee boat *Astra 1* (see SI 23.1) displaying an orange flag on a staff at the starboard end and Bulman South Cardinal buoy at the port end.
- 12.3 Tréguier.** The starting line will be between the committee vessel "*Summer Breeze*" (see SI 23.1) displaying an orange flag on a staff at the starboard end and Petit Pen ar Guézec starboard lateral buoy at the port end.
- 12.4 Time Check.** A time check will be made by VHF at 20 minutes before the first warning signal.
- 12.5 Starting Signals.** Races will be started using RRS 26 with the warning signal made **10** minutes before the starting signal. Classes will start in the order: Class 1 followed by Class 2 followed by Class 3. The starting signal of a class will be the warning signal of the succeeding class.
 - (a) **No visual starting signals will be displayed. A countdown commentary will be broadcast by VHF. This changes RRS 26.**
 - (b) In the event of a general recall for any class, the starting sequence for succeeding classes will be correspondingly delayed.
- 12.6 Alternative Starting Penalty.** World Sailing Development Rule DR21-01 applies. The definition of *Start* is changed as follows:

A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

 - (a) at or after her starting signal, or
 - (b) during the last 60 seconds before her starting signal.

Rule 29.1 does not apply. When a boat starts in accordance with item (b) above she shall **not** return to the pre-start side of the starting line, and the starting penalty shall be 15 minutes added to her elapsed time for that leg. This changes RRS 29.1, 63.1 and A5.1.
- 12.7 [DP] Round the Ends before the Start.** Any boat which is on the course side of the starting line between the preparatory signal and one minute before her starting signal shall return behind the line by crossing an extension of the line.
- 12.8 [DP] Interfering with Another Start.** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence of another class.
- 12.9 [NP][DP] Late Starters.** Any boat starting any leg later than 30 minutes after its start signal shall inform the race manager before starting, using the contact details given on page 6.

13 CHANGE TO THE NEXT LEG OF THE COURSE

Not applicable to this event.

14 THE FINISH

- 14.1** Boats shall self-finish and record their finish time (BST) and, if possible, the sail numbers of boats next ahead and next behind respectively.
- 14.2 Kinsale.** The finish line is a line extending 270°M (back-bearing 090°) from Bulman south cardinal buoy. To finish, boats shall leave the buoy to starboard and pass within 100m of the buoy.
- 14.3 Tréguier.** The finish line is a line extending 225°M (back-bearing 045°) from Basse Crublent port lateral buoy. To finish, boats shall leave the buoy to port and pass within 100m of the buoy.
- 14.4 Falmouth.** The finish line is a line extending 045°M (back-bearing 225°) from Black Rock port hand lateral buoy. To finish, boats shall leave the buoy to port and pass within 100m of the buoy.
- 14.5 Finish Declarations.** [NP][DP] Boats shall report the times at which they finish each leg using declaration forms provided at registration.
 - (a) Completed declarations may be photographed and emailed to ymtriangle@rcycsailing.org.
 - (b) If that is not possible then in Kinsale and Tréguier declarations may be submitted as soon as is reasonably possible to the committee vessel *Summer Breeze*. In Falmouth, declarations may be submitted as soon as is reasonably possible to the marina office at Port Pendennis Marina.

15 PENALTY SYSTEM

15.1 Scoring Penalty

- (a) When the right-of-way rules of IRPCAS apply (SI 1.1(b)) a time penalty applies. The penalty is 10 minutes added to the elapsed time of the boat taking the penalty. A boat taking such a penalty shall inform the race on her finish declaration.

15.2 Standard Penalties

- (a) The Standard Penalty is a time penalty of 10% applied to elapsed time rounded up or down to the nearest second.
- (b) Boats unable to comply with RRS 56.3 (AIS) shall submit comprehensive details of the reason on their Declaration Form. A standard penalty may be applied, without a hearing, at the discretion of the race committee. This changes RRS A5.1.
- (c) For a breach of any area designated an obstruction the race committee shall, without a hearing, apply a standard penalty, unless the breach was unavoidable, and no advantage was gained. This changes RRS A5.1.
- (d) Should the race committee consider a standard penalty to be inappropriate, it may protest the boat.

15.3 Discretionary Penalty. When the protest committee decides that a boat that is party to a hearing has broken a rule other than RRS Part 1 and 2 and that no serious damage or injury was caused, and no significant advantage has been gained, it may apply a time penalty of up to 10% to elapsed time rounded up or down to the nearest second.

16 TIME LIMITS AND TARGET TIMES

Time limits shall be as follows:

- (a) Leg 1 Falmouth to Kinsale 1200 Thursday 12th June
- (b) Leg 2 Kinsale to Tréguier 1500 Tuesday 17th June
- (c) Leg 3 Tréguier to Falmouth 0900 Friday 20th June

Any boat that does not finish within the time limit shall be scored DNF (Did Not Finish). This changes RRS 35.

17 HEARING REQUESTS

- 17.1** In Kinsale and Tréguier, Protests, Scoring Enquiries and Requests for Redress shall be lodged with *Summer Breeze*. In Falmouth, they shall be lodged with the RCYC race office.
- 17.2** The protest time limits are as follows.
 - (a) Kinsale: 1700 on Thursday 12th June
 - (b) Tréguier: 1700 on Tuesday 17th June
 - (c) Falmouth: 1000 on Friday 20th June
- 17.3** Hearings will be held in Falmouth as soon as reasonably possible after the parties and any witnesses have completed the 3rd leg. Details will be posted on the official notice board and notified on the race management WhatsApp group.

18 SCORING

- 18.1** Boats shall be ranked according to their corrected time calculated by multiplying their elapsed time by their IRC TCC.
- 18.2** The Triangle race consists of three legs all of which are required to be completed to constitute the series.
- 18.3** For the purposes of RRS Appendix A each leg shall be scored as a separate race. A boat's overall score in the series shall be the sum of her leg scores with no discard. This changes RRS A2.1.

19 [DP] SAFETY REGULATIONS

- 19.1** Boats not leaving their berth for racing shall inform the race manager before the warning signal, using the contact details given on page 6.
- 19.2** Boats retiring shall make every effort to inform the race manager using the contact details given on page 6.
- 19.3** [NP] **Merchant and naval shipping in Falmouth Bay.** Moving exclusion zones exist around merchant and naval vessels constricted by their size. Such exclusion zones extend to 100m on all sides of the vessel and include tugs, pilot boats and official boats escorting the vessel. No boat shall enter the exclusion zone, and, if becalmed, shall endeavour to use other means of propulsion to move out of the way. This should only be sufficient to move out of the exclusion zone, and the distance travelled should be the shortest necessary to keep clear.
- 19.4** [NP] **Diving activity in Falmouth Bay.** A 30m exclusion zone exists around a dive boat displaying IC flag "A", an orange pillar mark indicating a diver beneath the surface, and a diver on the surface. No boat shall enter the exclusion zone.

20 [DP] REPLACEMENT OF CREW OR EQUIPMENT

Substitution of a competitor is not permitted without prior written approval of the race committee.

21 EQUIPMENT AND MEASUREMENT CHECKS

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

22 SUPPLIED BOATS

Not applicable to this event.

23 OFFICIAL VESSELS

23.1 Official vessels are as follows:

Falmouth. Before the start, 2 orange RIBs marked "RCYC" will be patrolling the start area.

Kinsale. The committee start vessel will be the Mitchell 31, navy blue, motorboat *Astra 1* displaying an event banner.

Tréguier. The committee start vessel will be the Fleming 55, off-white, motor yacht *Summer Breeze* displaying the event banner.

23.2 *Summer Breeze* will be a local race office in Kinsale and Tréguier.

24 SUPPORT TEAMS

Not applicable to this event.

25 [DP] TRASH DISPOSAL

No facilities will be provided for trash disposal at sea.

26 [DP] BERTHING

Boats shall use the marina berths arranged by the OA.

27 [DP] HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

28 [DP] DIVING EQUIPMENT AND PLASTIC POOLS

28.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event.

28.2 Boats shall not be cleaned below the waterline by any means between the preparatory signal of the first race and the end of the event. Removal of debris caught on appendages is not considered to be cleaning.

29 PRIZES

29.1 Prizes will be awarded as follows:

Legs

- 1st, 2nd & 3rd for both single-handed and double-handed in each class.

Series

- 1st, 2nd & 3rd for both single-handed and double-handed in each class

Overall

- Boat with the lowest aggregate corrected time.

Special Prizes

- Boat with lowest series score having crew with combined age 120 years or more (Ancient Mariners Trophy).
- Boat with lowest series score having a Mixed Crew.
- Boat with the lowest series score having at least one crew member who has never before raced 150nm or longer, non-stop (prize-awarded to crew member).
- Boat with the lowest series score having at least one crew member aged 30 years or under during the event (prize awarded to crew member).

30 RISK STATEMENT

RRS 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 involves an element of risk. By taking part in the event, 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 the event;
- (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 the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew;
- (h) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and in any information produced for the venue or event and to attend any safety briefing held for the event.

31 INSURANCE

Each participating boat shall be adequately and suitably insured with valid third-party liability insurance before racing.

RACE COMMITTEE CONTACT DETAILS

Race Director/Race Officer:	Jonathan Money	+44 (0)7977 538 543 + WhatsApp
Race Manager:	Neil Andrew	+44 (0)7768 157 287 + WhatsApp ymtriangle@rcycsailing.org
Tréguier Contact:	Peter Radford	+44 (0)7831 211 457 + WhatsApp
Race Committee email:	ymtriangle@rcycsailing.org	
RCYC Office:	01326 312126	

APPENDIX A – CLASSES

CLASS 1

GBR 19	Cariberia	Class 40	1.217	Single
GBR 6091L	Big Doris 4	JKP 39FC	1.079	Double
GBR 112N	J'Ouvert	J 112E	1.037	Double
GBR 9473R	Rockit	SF 3300	1.030	Double
NED 1409	Il Corvo	JKP 1030	1.028	Double
IOM 7003	Polished Manx	First 40.7	1.026	Double
GBR 725	Elsa	Dehler 38	1.025	Single
GBR 6779R	Kestrel	SF 3300	1.022	Double
GBR 6988R	In Code	JKP 1030	1.021	Double
GBR5380X	Bonkers	Salona 38	1.006	Double

CLASS 2

GBR 3202N	Sunfire	SF 3200 R2	1.004	Double
GBR 6664R	Step On	SF 3200 R2	1.004	Double
GBR 8643T	Arcsine	Arcona 370	1.003	Double
GBR 4067R	Bombardino	Grand Soleil 40c	1.000	Double
GBR 4867L	Purple Mist	SF 3200 R2	1.000	Double
GBR 4796L	Joy	JKP 10.10	1.000	Double
GBR 4750L	eXhibitionist	X-Yachts XC 38	0.999	Double
GBR 8956R	DelayNoMore	SF 3200	0.999	Single
FRA 43653	Nirvana	SF 3200	0.997	Double
GBR 8760R	Little Wing	SF 3200	0.996	Single
GBR8432R	Encore	SF 3200	0.996	Single
GBR 8805R	Jaldi	J 105	0.992	Double
FRA 36897	Graciosa	SF 3200	0.983	Single

CLASS 3

GBR 1195L	AmyLou	Maxi 1100	0.966	Double
GBR 9765R	Furiosa	SJ 320	0.957	Single
GBR 3907	Sundance	Sigma 36	0.942	Single
GBR 4060T	Ossian	Starlight 39	0.941	Double
GBR 9067T	Nympheas	Dufour 36 Classic	0.937	Single
GBR 3701N	Andrillot II	Rustler 37	0.937	Double
GBR 1349R	Sulaco	Oceanlord	0.936	Double
GBR 6384T	Dark Horse	Mustang 30	0.904	Single
GBR 2715R	Storna Hoga	Forgus 37	0.895	Double
FRA 53338	Ventura	Rustler 36	0.870	Single

APPENDIX B – TRAFFIC SEPARATION SCHEMES (TSS)

This list is for guidance only and boats are responsible for not entering any TSS per SI 11.1.

Obstruction	Position (WGS84)	
Lands End TSS	A - 50° 20'.03 N 006° 05'.06 W D - 49° 53'.54 N 006° 05'.06 W	B - 50° 20'.03 N 005° 49'.58 W C - 50° 00.99 N 005° 49'.58 W
Isles of Scilly South TSS	A - 49° 46'.00 N 006° 29'.50 W D - 49° 35'.50 N 006° 34'.15 W	B - 49° 46'.00 N 006° 16'.50 W C - 49° 35'.50 N 006° 16'.50 W
Isles of Scilly West TSS	A - 50° 04'.07 N 006° 48'.53 W D - 49° 52'.33 N 006° 53'.78 W	B - 50° 01'.18 N 006° 32'.78 W C - 49° 52'.33 N 006° 36.73 W
Ouessant TSS	A - 49° 02'.05N 005° 36'.70W G- 48° 56'.40N 005° 51'.59W F - 48° 42'.50N 005° 51.60W	C - 48° 37'.20N 005° 11'.85W D- 48° 29'.35N 005° 22'.05W