

## Sailing Instructions

All races to be sailed under the current ISAF Rules, the RYA prescriptions, the rules of the applicable class and these sailing instructions.

### **Section A – Organisation of races.**

1. The club starting and finishing line will be an imaginary line between the posts with triangular top marks situated on the front of the race box and the bank opposite.
2. Ranking as a starter.  
For races starting at the club, to rank as a starter a helmsman must ensure his name, his crew's name, the name of the yacht and its class are entered on the race Sheet, prior to the start .  
When there is a committee boat start, formal 'signing-on' will not normally be required. However, helmsmen should ensure race officer is aware of their intention to take part.
3. Starting signals.  
Start signals will be in accordance with ISAF Rule 26 System 1 , except the time shall be taken from the sound signals and a delay in the accompanying visual signal shall be disregarded.  
Warning Signal : 5 mins before the start, the Class Flag will be displayed, and a sound signal made.  
Preparatory Signal : 4 mins before the start, Code flag 'P' will be displayed, and a sound signal made.  
Preparatory Signal : 1 min before the start, Code flag 'P' will be dropped, and a sound signal made.  
Starting Signal : The Class flag will be dropped and a sound signal. When classes are starting 5 mins apart the class flag for next class will be displayed.
4. Courses.  
The course shall be decided by the race officer, using the club racing marks, and shall be displayed on the club course board at least 15 mins before the warning signal for the first race. Once displayed the course shall not afterwards be changed except that the race officer may alter the course after the start if he considers the weather conditions to warrant this action. Verbal notice of such alterations will be given to competitors via the safety boat or by any other means available where reasonably practical. For all courses past Kingsman, the speed limit sign on the corner of the bank opposite Oyster Ledge shall rank as an obstruction and must, always, be left to the north and / or west of the course sailed.
5. Racing Marks  
Upper - Ledger – River – Miles – Olympic – Horse – Ferry – Groves – Tower – Kingsman – East – Clements – Apex – Stowe – New . The position of the marks will be shown on the course board.

Should the mark of the course be missing (and the race officer has not set an alternative) , the leading helmsman shall decide which mark or object will be rounded as an alternative. He shall endeavour to inform following boats of his decision. This rule does not remove the right of protest should a helmsman consider his chances have been unfairly prejudiced.

6. Shortening course

A, to shorten the course, Code flag 'S' will be displayed, and two sound signals given as the leading boat approaches the finishing line.

B, the course may be shortened at any point by establishing a finish line between two fixed points. As the leading yacht approaches the designated line, Code Flag 'S' will be displayed, and two sound signals given.

7. Postponement, Cancellation or Abandonment

Before the warning signal, a race may be postponed for 15mins by displaying the Answering pennant accompanied by a sound signal given twice. Further 15mins postponements may be indicated by dipping the pennant accompanied by a sound signal.

A race may be cancelled or abandoned by displaying Code Flag 'N' accompanied by a sound signal given twice.

8. Recalls

An individual recall will be indicated by a sound signal given once after the start signal. The class flag shall be left displayed until all premature starters have returned to the pre-start side of the line, or for such shorter period as the race officer considers reasonable. The responsibility for returning rest with the yacht concerned.

A General recall shall be indicated by a sound signal given twice after the start signal and the display of the first substitute which shall be lowered at the next start.

9. Protests

Protest must be made to the race officer, in accordance with ISAF Rule 61.2, within 30 mins of the finish of the protesting yacht. Accompanied by a deposit of £1.00 which will be forfeited should the protest be deemed frivolous.

10. Declarations will not be required. Helmsmen who retire must inform the race officer to that effect.

11. Buoyancy

Dinghy helmsman and crew must always wear personal buoyancy when racing . Drysuits and/or wetsuits do not constitute adequate personal buoyancy.

12. Touching a mark

The following shall apply in lieu of ISAF Rule 31.2

A, When a yacht touches a mark surrounded by navigable water, she may exonerate herself by completing the rounding of the mark, leaving it on the required side and thereafter re-rounding it or re-passing it without touching it, as required to sail the course in accordance with Rule 29.1 ( Sailing the course) and the sailing instructions.

B, When a yacht touches :

i) A starting mark, she shall carry out the rounding after she has started;

ii) A finishing mark, she shall carry out the rounding and she shall not rank as having finished until she has completed the rounding and again crosses the finishing line in accordance with the definition of finishing.

13. A Race will be deemed valid if there is a least two starters. And that at least one starter completes the course.
14. Points and/or trophies will be awarded to the helmsman.
15. Yachts which have been modified beyond class rules or have no current published PYN, may race in handicap events and, providing they Sailing secretary at least 7 days prior to taking part in those events, their handicap will be allocated or amended. If insufficient notice is given or insufficient information is provided, the yacht may take part in handicap races and will be allocated a trial number after the first such event in which it takes part.

### **Section B – Special Arrangements for Points Series Racing.**

1. There is no separate entry fee for club members for points series. Non – members competing in open series will be liable for entry fee at advertised rate.
2. Scoring  
Points will be awarded on the following basis:  
1<sup>st</sup> – 1 point ; 2<sup>nd</sup> – 2 points ; 3<sup>rd</sup> – 3 points etc.  
In the event of a tie , the point for the place taken by the helmsman shall be divided equally between them, e.g. two helmsmen tying for second place would receive 2.5 points each.  
A retiring helmsman will receive points equal to the number of starters plus one. Disqualifications will receive points equal to the number of starters plus five. Non-starters will not count that race towards the series.  
The Race officer and the Safety boat officer(s) will be awarded average points of races raced in series , subject to a maximum of one race per series of 6 raced, And two if more than 6 sailed.
3. Qualifying number of races shall be half the number of races sailed ( rounded up in the event of fractions ). If fewer than half the number of proposed races is sailed, the series will be declared void. If only two races both to count.
4. Awards  
The winner of the series shall be the helmsman scoring the lowest number of points from the qualifying number of races.  
In the event of a tie, excluding discards, the number of 1<sup>st</sup> number 2<sup>nd</sup> will be used till tie is broken. If after counting all races tie is still unbroken , the result from the last race of both helmsmen will be used.
5. Dinghy Handicap Series.  
A yacht will use its PYN for the whole of the series unless other arrangements for series have been published by the sailing committee.
6. Points series prizes will be given for 1<sup>st</sup> helmsman and crew. If there are 4 or more qualifiers in a series , 2<sup>nd</sup> place prizes will be given. If there are 7 or more qualifiers in a series, 3<sup>rd</sup> place prizes will be given. If there are 10 or more qualifiers in a series, 4<sup>th</sup> place prizes will be given.

### **Section C – Special requirements for individual Trophy races.**

1. There is no separate entry fee for Full. Intermediate or Cadet members for closed trophy races. Members will, however, be liable for entry fees for open races at the advertised rate.
2. The race officer will not be confined to using the club racing buoys when setting courses for trophy races.
3. For events open to both dinghies and cruisers , they shall race the same course but for separate trophies. Prizes will be awarded to each category providing there are 2 starters in category.
4. Trophy Races prizes  
Prizes will be given for 1<sup>st</sup> helmsman and crew. If there are 5 or more 2<sup>nd</sup> place prize will be given. If there are 10 or more 3<sup>rd</sup> place prize will be given. If there are 15 or more 4<sup>th</sup> place prize will be given.

#### **Section D - General**

1. The sailing committee may amend these instructions at any time. Any amendment shall be deemed to have been brought to the attention of all interested parties if posted on the sailing committee notice board.
2. The Sailing committee may draw up special or additional sailing instructions for individual races, series of races which may override these instructions. In particular , separate sailing instructions will be issued for open events.
3. The sailing committee are authorised to make compulsory rotas of members to act as race officers and safety boat crew. Any member so appointed and unable to comply will be responsible for obtaining a replacement club member to act on their behalf.
4.
  - i) A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing , whether in the Notice of race, Sailing Instructions or anywhere else, reduces this responsibility.
  - ii) It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or going to sea, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.
  - iii) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000.
  - iv) Nothing done by the organisers 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 ( Safety ) Boat crew and beachmasters.
  - v) The provision of patrol ( Safety ) boats does not relieve the boat of its responsibilities.
5. Whenever the masculine ( e.g. 'he' ) is used, it shall be deemed to mean masculine or feminine ( e.g. 'he/she' ).