

RACING SAILING INSTRUCTIONS

All races are to be sailed under ISAF rules and subject to local rules noted below.

Attention is drawn to the following ISAF rules

R1.1 HELPING THOSE IN DANGER A boat or competitor shall give all possible help to any person or vessel in danger.

R2. FAIR SAILING: A boat shall recognise the principles of sportsmanship and fair play

R4 THE DECISION TO RACE or continue racing is the responsibility for the boat alone.

R14. AVIODING CONTACT A boat shall avoid contact with another if reasonably possible

The Officer of the Day may give special sailing instructions for any race on the entry form or at a general briefing for the day.

He/she shall have the power to cancel, postpone, shorten or abandon any race. A minimum of two boats is necessary for a race to be sailed.

A Safety Boat will be provided whenever possible for races with priority for Junior races. The primary duty of the Safety Boat crew is to assist people in trouble, not to salvage boats or equipment.

If a Safety Boat is unavailable the OD will only take the decision to start a race if in his opinion the conditions are safe, and will inform all competitors of the fact. However attention is drawn to Rule 4 above

Race Entry and Declaration:

Forms will be posted in the Clubhouse. Helmsmen are responsible for signing on before starting the race, entering details of their boat with name & number, and for signing off within 20 minutes of coming ashore. **Failure to do so means that the boat has not participated.** If a competitor retires from the race or does not finish it, the Declaration should be marked RTD or DNF

Start & Finish Lines; Race & Course Display

There are 2 starting lines. Both are marked by transit poles on the balcony of the Clubhouse Bridge, black and white poles on the waterfront and transit poles on the opposite bank with orange opposing triangles. The 'Club line' is directly across the river and the East line lays just upstream of the slipway on the opposite bank. The use of the EAST line will be indicated by a board marked 'E' in front of the course boards.

The Finish is always on the normal club line unless otherwise indicated by the OD.

The course is displayed by boards fixed to the balcony rails of the Clubhouse, painted red or green and showing the mark letter. Locations of marks are illustrated on the chart in the Clubhouse. Race flags are flown from the yard on the Bridge. Unless otherwise indicated all races are Handicap races.

The course is displayed by indicator boards fixed to the balcony rails of the Clubhouse showing the mark letter painted red or green indication on which hand to leave the buoy.

Locations of marks are illustrated on the chart in the Clubhouse

Race flags are flown from the yard on the Bridge. Unless otherwise indicated all races are Handicap races:

Starting Procedure: The ISAF starting procedure will be used as follows:-

Warning Signal	5 minutes before start signal	Class/Handicap Flag up: 1 sound
Prep Signal 1	4 minutes before start signal	Flag 'P' up, 1 sound
Prep Signal 2	1 minute before start signal	Flag 'P' down, 1 sound
Start Signal	At Start	Class flag down, 1 sound

Individual Recall:

1 sound. Class Flag, lowered half way
Class Flag lowered when boats cleared the line

It is the responsibility of the boat concerned to re-cross the line within 4 minutes of the start.

General Recall: All boats return to re-start

2 sounds. First substitute flag hoisted under class Flag..New Starting sequence approx 1 minute after first substitute flag lowered

Junior starts If the fleet is large the OD may at his discretion start the Junior fleet one minute early i.e. on the one minute signal (note one minute must be added to the clock times)

Shortening Course:

If the length of the course must be reduced during the race the **'S' Flag** will be broken out and accompanied by **two sound signals** in reasonable time before the leading boat approaches the finishing line. Occasionally the OD may send instructions via the safety boat to all, or the trailing part, of the fleet to finish round or on a mark, buoy or the Safety Boat itself.

Postponements:

If the race is to be postponed for lack of wind or other reasons the Answering Pennant will be hoisted with 2 long hoots sounded. When the postponement is over 1 Hoot will be sounded and the AP flag lowered.

Abandonment of Races:

If a race is abandoned after the preparatory signal the **flag 'N'** will be broken out. Abandonment of a race by the OOD may be carried out if no boat has finished or is likely to finish within 1.5 hours) of the start(unless otherwise specified, or if the race conditions are such that the safety of the competitors is at risk. When the Abandon signal is given all competitors should return immediately to the Clubhouse and sign the declaration form to indicate their return.

Committee boat starts and finishes,

In this case the committee boat shall be anchored in an appropriate position to start the race. An outer mark The Distance mark will be notified to mark the line end. This may be a temporary buoy, mooring buoy, or other conspicuous mark. The committee boat will show the signal flags and sound the horn, but the course will be displayed on the club in the usual way. Unless otherwise notified the finish will be on the same line.

Protests: Generally held in accordance with ISAF Rules and Dispute Procedures excepting that, unless otherwise decided for an event, **all Club races will be decided by the RYA Rules Disputes procedure using an Arbitration, or in the case of Juniors, an Advisory Hearing.** There will **not** be a further appeal to a Protest Committee.

Notice and Penalties Notice of a dispute shall be handed to the Race Officer (OD) within ½ hour of finishing the course. The Arbitrator/Advisor will hear the dispute at the earliest opportunity. The Advisor/Arbitrator may be a racing coach, the OD or an experienced racer. For details see the OD information on the Bridge. The Arbitrator may ask for a further 2 opinions. Unless stated otherwise the boat found in the wrong will accept a 20% exoneration penalty (20% of number of entries) with a minimum of 2

Hauling Out & Making Fast: (ISAF rule 45) A boat shall be afloat and off moorings at her Preparatory (4mins) signal. *(ie launched off the trolley)* A boat may hold on to a free mooring buoy

LOCAL RULES & SIGNALS

Gold & Silver Fleets:

In order to encourage slower boats some races may be divided into *Gold & Silver* fleets. These will be indicated by the Calendar or the Officer of the Day. The sailing committee will allocate boats to fleets based on performance in the previous year and boats will be moved up or down annually. otherwise. The Sailing Secretary's decision will be final.

Marks & Mark Room:

- Withies are not marks of the course
- Competitors are not permitted to pass between and Dove Point cardinal mark and the shore of Havergate Island
- Mark Room shall be **2 boats lengths of leading boat** unless otherwise stated by the OD
Note this is different to the ISAF rules which is 3 lengths

On Course Penalties:

- (a) **All turning penalties shall be 1 turn**, i.e. 360° as described in the ISAF rules taken as soon as reasonably possible after the incident. (Note this is different to the ISAF rules which is 2 turns for some penalties)
- (b) After completing the next leg, after the race, or after an advisory hearing a competitor may accept an exoneration points/place penalty of 20% of the entries to the race.

Touching Moored Boats:

A boat (including crew and equipment) which, while racing, touches any moored craft shall immediately retire unless she considers that she was forced on to that craft by another boat, in which case she shall protest against that boat. At the end of the race the crew shall report the incident in the OD logbook on the Bridge. A boat is racing from her Preparatory Signal 4 minutes before the start until she has either finished or retired. This rule shall not apply to touching mooring buoys and ropes.

Buoyancy Aids: It is obligatory that dinghy crews wear buoyancy aids. Dayboat crews are recommended to wear lifejackets especially in strong weather.

Boat Buoyancy: Owners must ensure that their boats are seaworthy before going afloat. Dinghies must conform to class buoyancy requirements, which should be regularly tested. Bungs and hatches to buoyancy tanks must be checked and secure.
Dayboats without built-in buoyancy should carry flares at all times.

JUNIOR RACING

Junior Races are open to helmsmen under the age of 17 yrs on 1st September of the current year

Responsibility for allowing Juniors to race lies solely with their parents or guardians.

Adults in Junior Races : Adults may crew for junior helmsmen but boats raced in this way are not eligible for any trophy awarded on the result of a single race, and are awarded a 2 point penalty when racing in a series.

CODE FLAGS FOR RACE SIGNALS

Club Handicap Class	Numeral Pennant 3
Wayfarer	Flag I
Mirrors,	Flag M
Laser	Flag V
BombayTomtit	Flag B
Toppers	Flag Z
Feva	Flag F
DayBoats	Numeral Pennant 7
Cruisers	Numeral Pennant 3
Postponement	Answering Pennant (red & white striped pennant)
Individual Recall	Class flag at half mast
General Recall	Flag 1st Substitute (blue and yellow triangular)
Shortened Course	Flag S
Race Abandoned	Flag N
Pursuit Race Finish	Flag S
Safety Boat Recall	Flag Q

HANDICAPS are based on the Portsmouth Yardstick system. The Sailwave system is used with access to the updated Portsmouth Number

SCORING SYSTEM FOR RACE SERIES

The “Low point system” (see ISAF rule A4) will be used for series races.

Boats qualifying for series result: A boat shall not qualify for a place in a series result if it has not completed more than **half the sailed races**.

Points for qualifying boats: At the end of the series points will be allocated to qualifying boats ignoring the places of non qualifying boats.

Races not started or abandoned shall not be counted as part of the series and discards made according to the reduced number.

Finishing Boats	First place	1 point
	Second place	2 points
	Third place	3 points etc

Retiring boats The same points as the number of boats entering

Disqualified Boats **1 point more** than the number of boats entering

Boats not Competing The same points as the number of boats finishing in that race of the series which had the largest number of *qualifying* boats starting.
Where no boat competes in every race of the series, the number of races to count shall be the largest number sailed by any one boat less the appropriate discard.

Boats Unable to Compete because a member of the normal crew is committed to OOD, Safety Boat, instructing or, at the Commodore's discretion other club duties, shall score the average of all scores for races in which they entered

Discards The score for one or more races may be discarded as allowed for the particular series after all scores have been decided as above. The number of discards allowed is as follows:-

Number of Races sailed	<u>1-2</u>	<u>3-5</u>	<u>6-10</u>
Number of Discards	Nil	1	2

Should there be a tie on total points The process in ISAF A 8.1 & 2 shall be followed thus

1. List the boat scores in order of best to worst and at the first point(s) where there is a difference the tie shall be broken in favour of the boat with the best score.
2. If a tie remains they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the boats' scores in the next to last race and so on.

Alternative Rigs

Where boats have alternative rigs, e.g. Lasers, they may use any rig but the whole series will be handicapped at the largest rig they have used

USE of CLUB BOATS

The club own a number of dinghies which can be used by members on club training courses, club Onboard sessions or for club racing. They cannot be used unless a club safety boat is on the water. **They cannot be used by members for personal sailing.**

Procedures & Rules for use

- ❖ Contact Troy Batley or Instructor (preferably by txt) to check availability of a Topper or Feva for a particular day. He will endeavour to respond promptly and will reserve the boat required if it is available.
- ❖ Sails and foils are kept in the shed to the rear of the club and keys to the shed are kept in the clubhouse.
- ❖ It is the responsibility of the member borrowing the club boat to return the boat to it's place in the dinghy park and return the sails and foils to the shed and stow away tidily each day it's used.
- ❖ Any breakages, loss or damage should be reported to Troy immediately so that replacements or repairs can be made quickly.
- ❖ Note: In July & August when training is taking place administration of club boats may be delegated to Fleet Captains or Instructors.