



Dinghy Racing 2017

SAILING INSTRUCTIONS

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1: RULES

- 1.1 The organising authority will be Torpoint Mosquito Sailing Club (TMSC). All racing at TMSC will be governed by the rules as defined in the ISAF Racing Rules of Sailing 2017 – 2020, and RYA Prescriptions, as published by the Royal Yachting Association.
- 1.2 Where boats are racing within the boundaries of the Dockyard Port of Plymouth they shall comply with such regulations as may be in force. In particular, regulations regarding the safe navigation of large vessels shall be strictly observed. Competitors are referred to the Dockyard Port of Plymouth Order 1999 and to Local Notices to Mariners, copies of which are displayed on the TMSC notice board. In the event of any conflict between the requirements of the sailing instructions and those regulations, the latter shall prevail. When the Race Officer believes that such regulations have been broken so as to bring the sport into disrepute, the Race

Officer will act under rule 60.2(c) requesting the Protest Committee to act under rule 69.1(a), Allegation of Gross Misconduct.

- 1.3 All competitors shall wear adequate personal buoyancy whilst racing. Wetsuits and dry suits are not considered to be adequate personal buoyancy.
- 1.4 All competitors shall sign a declaration to indicate the intention of launching and racing. When two or more races are sailed consecutively on the same day, a declaration sheet shall be signed for each race or races sailed. A tally system will not be used. All competing boats shall comply with instructions issued by the rescue boats.
- 1.5 The responsibilities of the race committee, as prescribed in the ISAF Racing Rules, will be carried out by the TMSC Sailing Secretary (Dinghies). Individual races will be conducted by a Race Officer appointed by the Sailing Secretary (Dinghies).

2: NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice boards located at TMSC.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted at least 30 minutes before the start of the race in which it will take effect.
- 3.2 Flag L displayed ashore indicates a change to the Sailing Instructions.

4: SIGNALS

- 4.1 Signals made ashore will be displayed at TMSC.

5: SCHEDULES OF RACES

- 5.1 Ten races are scheduled for each Monday and Thursday Series. The first warning signal for evening racing will be at 18.55, except for the first two weeks of Series 1 as set out in the notice of race. The first warning signal for these weeks will be at 18.25. The number of races scheduled for the Sunday series will be as stated in the Dinghy Programme published on the TMSC website. The first warning signal for Sunday racing will be at 10.55. Other races may be announced on the TMSC website.

6: CLASSES AND CLASS FLAGS

- 6.1 Unless otherwise advised by a notice on the TMSC notice board prior to the start of each series or Regatta or Pursuit Race as applicable, the Classes will be as follows:
 - For the Monday evening and Thursday evening series and for the Regatta, there will be two divisions, Medium Handicap for boats of Portsmouth Yardstick 1101 and above, Fast Handicap for Portsmouth Yardstick 1100 and below.

- For the Sunday Spring, Autumn and winter series, there will be a single combined Handicap class and a single class for the Pursuit Races.
- The flag for Fast Handicap is Pennant 1
- The flag for Medium Handicap is Pennant 2
- The flag for single Handicap class is flag H
- Boats are encouraged to be afloat well before the race.
- **All boats to be on the water prior to the 5 minute warning signal or risk of being DSQ.**

7: RACING AREAS

7.1 The racing area will be within the River Tamar/St Johns lake and/or River Lynher.

8: THE COURSES

8.1 Courses will be set around buoys in the River Tamar.

8.2 The course will be from the TMSC start line, round the marks in the order indicated, thence to the TMSC finish line. All marks are rounding marks for the purpose of rule 28.1

8.3 The marks for racing will be indicated by lettered boards displayed on the Start Hut. The lettered boards refer to various buoys in the River Tamar. The letters will be WHITE on a RED or GREEN background indicating PORT or STARBOARD hand respectively. The boards are to be read from LEFT to RIGHT. A numeral board after the letters denotes the number of rounds to be sailed. The final mark of a round is indicated by the RIGHT hand board. Courses may include brackets.

9: MARKS

9.1 A list of marks is given on a chartlet available in the Start Hut.

10: THE START

10.1 Races will be started by using Rule 26.

10.2 The start line will be a transit between the TMSC club flagpole and the Transit pole with a diamond marker at the top, located to the rear of the flagpole. The outer distance mark (ODM) will mark the end of the start line.

10.3 The outer distance mark may not be positioned precisely on the start line due to tidal movement. Nevertheless racing boats must start inside this mark whether or not the ODM sits on the transit.

11: ABANDONMENTS

11.1 Races abandoned will be in accordance with rule 32.

12: RECALLS

12.1 Individual recalls will be signalled in accordance with rule 29.1

12.2 General recall will be in accordance with rule 29.2.

13: THE RACE AND FINISH

13.1 If the weather conditions are such that the wind speed is 3 knots or less then racing will be abandoned, also if the wind speed is such that it is 27 knots or more (consistently) then racing will be abandoned.

13.2 The finish line will be a line between the TMSC club flagpole and the Transit pole with a diamond marker at the top, located to the rear of the flagpole.

13.3 After the race has started, the Race Officer may shorten the race for one or more classes by displaying flag S and the applicable class flag, or flag S alone for all classes.

13.4 For a handicap race, the Race Officer may use his/her discretion to curtail the race for individual boats in the tail end of the fleet by sounding a finishing signal as they cross the finishing line at the end of a round even though they have not completed the full number of rounds. The results for the race will then be calculated based on the average lap times. However, a boat whose race has thus been curtailed shall not be awarded a position better than that for a boat of the same type (i.e. individual class) that completed a higher number of rounds.

13.5 The minimum number of starters in a class (e.g. Fast Handicap or Medium Handicap) required constituting a race for that class is two.
If the number of boats in a class starting a race is less than two, the race for that class will be abandoned. In such event, a single boat in a class may, with the agreement of the Race Officer, participate in the race for another class but the final position will not count in the results for either class.

13.6 For a pursuit race, unless the Race Officer advises otherwise prior to the race, the order of finishing will be determined by the positions of the boats on the race course at the prescribed time of finish of the race. The Race Officer will endeavour to arrange for a patrol boat to determine the positions of the leading boats at the time of finish of the race, and thereafter to proceed back through the fleet noting positions. In order to facilitate the process, boats shall comply with the following:

- In the ten minute period prior to the time of finish of the race, boats shall sail as closely as practicable to the lay-line to the next mark.
- In case a patrol boat is not available to record positions, each competitor shall note the identities of the boat immediately ahead and astern at the prescribed time of finish, and on coming ashore shall pass this information to the Race Officer.
- In the period immediately after the time of finish and until the finishing positions have been recorded, a boat shall not overtake another.

- If the Race Officer cannot determine the winning boat with certainty from the information provided, he/she may declare the result to be a tie

14: TIME LIMITS

- 14.1 For races other than pursuit races, the time limit will be 90 minutes from the start of the race.
- 14.2 If the leading boat completes the course within the time limit, the race will be valid for all the other boats which complete the course within the time limit or within 30 minutes of the leading boats elapsed time, whichever is the later.
- 14.3 If no boat completes the course within the time limit, the results will be calculated as at the end of the last round completed by the leading boat in that class.
- 14.4 If it looks like no boat will complete a full round consisting of all the marks, then the start hut can shorten the course at any mark and then sail through to the start line.
- 14.5 Boats that stop racing prior to the expiry of the time limit will be deemed as Retired.

15: PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protests and requests for redress shall be made in accordance with rule 61 and rule 62 respectively.
- 15.2 Protest forms are available at the Start Hut at TMSA. Protests shall be delivered to the Race Officer within the protest time limit.
- 15.3 For each boat the protest time limit is 60 minutes after finishing the last race of the day.

16: SCORING

- 16.1 The Low Point scoring system of ISAF RRS 2017 – 2020 Appendix A will apply except as amended by this SI.
- 16.2 For the Monday evening, Thursday evening and Sunday series, the provisions of section A9 of Appendix A shall apply.
(For ease of reference, this states:
- For a series held over a period of time longer than a regatta, a boat that came to the starting area but did not start, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area.
- 16.3 A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.)

- 16.4 When 10 races have been completed, a boat's series score will be the total of her race scores excluding her 3 worst scores. When 9 or 8 races have been completed, the 2 worst scores will be excluded. When fewer than 8 races have been completed, only 1 score will be excluded, except that if 3 or less races have been completed all results will count.

17: RETIREMENTS

- 17.1 Boats retiring shall report their retirement to the Race Office as soon as possible. Boats failing to do so may be subject to protest by the Race Officer.

18: IDENTIFICATION ON SAILS

- 18.1 A boat shall comply with the requirements of Rule 77 governing class insignia, national letters and numbers on sails, unless otherwise agreed with the Race Officer prior to the race. This SI constitutes prior warning under rule G4 in respect of the number used.

19: PRIZES

- 19.1 Prizes will be presented at the annual dinghy prize giving.

20: DISCLAIMER OF LIABILITY

- 20.1 Competitors participate in racing organised by TMSC entirely at their own risk. See rule 4, decision to race. The organising 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 racing.
- 20.2 A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in these Sailing Instruction's, or anywhere else, reduces this responsibility.
- 20.3 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.
- 20.4 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, safety boats and beach-masters.
- 20.5 The provision of safety boats does not relieve the boat of its responsibilities. All competing boats shall comply with instructions issued by the safety boats.

21: INSURANCE

Each participating boat shall be insured with valid third party liability insurance with a minimum cover of £3 million per event.