

CAM SAILING CLUB

DINGHY SAILING INSTRUCTIONS

1. RACING RULES.

All races shall be sailed under the current ISAF (World Sailing) Racing Rules of Sailing and the RYA Prescriptions, Notice of Race, these Sailing Instructions and the rules of each class concerned, except where these Sailing Instructions specifically modify any class rule.

2. CONDITIONS OF ENTRY

2.1 Eligibility

Points in club races may only be scored by boats helmed by members of the Cam Sailing Club. This does not apply to Open Meetings or to crews invited by the Cam Sailing Club to compete.

2.1.1 Points in series races will accrue to the boat and not the helm. In class series races a boat may be changed in the middle of a series only by special dispensation of the Sailing Committee, and then only for a boat of the same class. This applies to Gold Cup and Philip Nunn Trophy points as well as series points. **This rule does not apply to Saturday Youth Topper & Optimist Spring, Summer & Autumn series racing & Philip Nunn Trophy points for Saturday Spring & Autumn series junior racings where points will accrue to the helm within the class sailed irrespective of boat(s) sailed within that class in the series. Equal points will also accrue to the helm & crew of a double handed boat for the Young Helm Cup series For this series points may be transferred to another boat or class of boat eligible to race in that series. This also applies to Philip Nunn Trophy points for the Young Helm Cup series.**

2.1.2 Points accrued to a club owned boat by a helm will not transfer to another club or privately owned boat of the same class for a series or for Gold Cup & Philip Nunn Trophy points. **This rule does not apply to Saturday Youth Topper & Optimist Spring, Summer & Autumn series racing & Philip Nunn Trophy points for Saturday Spring & Autumn junior racing where points accrued to a club owned boat by a helm will transfer to another club owned boat or privately owned boat of the same class for that helm in a series. Equal points will also accrue to the helm & crew of a double handed club boat for the Young Helm Cup series. For this series points may be transferred to another club or privately owned boat eligible to race in that series. This also applies to Philip Nunn Trophy points for the Young Helm Cup series when a club boat is raced. Other regulations governing club owned boats do apply to Saturday & Sunday junior racing.**

(See also CSC DSI's ADDENDUM 1 - CLUB BOATS RACING) regulations governing club boats / helms entering races).

2.1.3 Boats entering dinghy races at Cam SC shall not be more than 4.57m (15ft) overall.

2.1.4 Rule 49.1 shall apply to all dinghies racing/

2.1.5 All boats (dinghies) racing shall have a Portsmouth Yardstick number as allocated by the RYA or by the Race Committee.

2.2 Measurement Certificates

Boats for which no Class or other measurement rules are available may be allowed to race under conditions determined by the Race Committee. By special dispensation of the Sailing Committee boats which require a Class Measurement Certificate to race may be permitted to enter club races with no valid measurement certificate and use sails and equipment not specified in their class rules; provided

this does not give the boat an advantage over other boats in the same class, or another class, or classes, racing, complying with their class rules.

(Rule 78.1)

2.3 Insurance

ALL boats used at the Cam Sailing Club must be covered by third party insurance as specified by the General Committee each year, currently for a minimum of £2,000,000.

(Appendix J Addendum A (RYA) 3)

2.4 General

The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/person in charge, who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of the race. Neither these Sailing Instructions nor any inspection of the boat limits reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management. The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in the race or races. Moreover, every owner/person in charge warrants the suitability of the boat for the race or races. Appendix J Addendum A (RYA) shall apply.

2.5 Safety

2.5.1 Rule 40.1 is modified to read - Competitors shall wear life-jackets or buoyancy aids of BS-EN's approved standard at all times while racing.

2.5.2 A race shall only be held if safety boat cover is available. Safety boat crews shall wear life-jackets or buoyancy aids of BS-EN's approved standard at all times when aboard a club safety boat.

2.6 Advice

Advice and help during a race may be given to helms new to racing at the discretion of the safety boat crew.

3. SCHEDULE OF RACES

The schedule of races and eligibility of classes competing shall be as indicated annually in the club's Sailing Programme. Any changes to this programme shall be posted on the Club Notice Board at least seven days prior to the new or changed date. Races postponed or abandoned for the day may be re-sailed later. At least seven days notice of re-sailing will be given usually on the Club Notice Board.

4. ENTERING FOR A RACE

The sail number of a boat to be entered for a race, together with the names of helm and crew, must be written in the appropriate column on the sheets provided in the Clubhouse NOT LESS THAN TWENTY MINUTES BEFORE THE WARNING SIGNAL OF THE FIRST CLASS TO START IN ANY ONE GROUP OF STARTS WHETHER THESE STARTS ARE FOR THE SAME TROPHY OR NOT. If using a sail for a race with a different number recorded on the sail to the boat number the correct boat number should be recorded on the sheet with the number on the sail to be used for that race recorded in brackets following.

5. MARKS

The Officer of the Day to set the direction for the rounding of all marks on the course in accordance with his or her assessment of conditions on the race day.

5.1. Upstream Buoy – situated near the downstream slipway.

5.2. Middle Buoy (D Course) – positioned off the GOBA mooring on The Field.

5.3 Additional Middle Buoy (C Course) – At the OOD’s request the additional middle buoy for C Course may be positioned between the start line and the Middle Buoy off the GOBA mooring on The Field.

5.4. Downstream Buoy – near Bottisham Lock about 1200 meters downstream from the Upstream Buoy

5.5 Optimist Buoys – 2 separate marks, 1 positioned upstream from the start line and 1 positioned downstream from the start line. The position on the course for the marks will vary depending on race conditions on the day. The marks will be distinctive in colour and will show the Optimist class insignia, Q

6. COURSES

The Officer of the Day to set the course to be sailed in a race in accordance with his or her assessment of conditions on the race day.

For the purpose of these Instructions a round is defined as a lap of the set course, starting in the given direction but finishing in either direction as indicated on the Starting Box. This implies that under certain conditions one of the marks need not be rounded.

6.1 Course Designations

6.1.1. A Course – One or more complete rounds between the Upstream and Downstream Buoys ignoring the Middle Buoy.

6.1.2. B Course – An additional course between any of the Cam SC buoys which can be decided and publicised on the day of a race by the OOD.

6.1.3. C Course – One or more rounds between the Upstream buoy and the additional Middle buoy positioned between the start line and the middle buoy off the GOBA mooring.

6.1.4. D Course – One or more rounds between the Upstream Buoy and the Middle Buoy positioned off the GOBA mooring.

6.1.5 Q Course – One or more rounds between the Upstream and Downstream Optimist marks.

All races will be sailed over a specified number of *rounds* of A, B, C, D or Q Course unless otherwise instructed. Other Courses may be set at the discretion of the Officer of the Day and these will be clearly indicated on or near the signing-on sheet. Also Buoys may be moved to other locations if required, in which case the new location will be indicated similarly if its position differs substantially from the defined position.

6.2 Course Instructions

The direction of rounding of Buoys (Red – Port, Green – Starboard) the direction of the start, the course letter and the number of rounds shall be indicated on the board on the Starting Box.

6.3 Different Numbers of Rounds

At the discretion of the OD one or more boats may be required after the start of the race to sail one or more complete rounds less than other boats. In this case either Course A, C, D or Q shall be sailed, the race may not be shortened round the Middle Buoy, and the direction of the finish must be the same as that of the start. No special signals will be made, but dinghies whose course is so shortened shall be finished at the end of a lap, and the appropriate finishing signal made.

NO BOAT WHOSE COURSE IS SO SHORTENED SHALL BE PLACED IN A HIGHER POSITION FOR THAT RACE THAN A BOAT OF THE SAME DINGHY CLASS OR A BOAT WITH AN

EQUAL OR GREATER PORTSMOUTH YARDSTICK WHICH WAS AHEAD OF HER AT THE TIME OF SHORTENING AND WHICH HAS COMPLETED A LONGER COURSE.

SEE “GUIDANCE NOTES FOR RACE OFFICERS”.

The following formula will be used, where

N(F) = No of rounds sailed by faster boats and

N(S) = No of rounds sailed by slower boats.

$$\text{Final corrected time} = \text{Corrected time} \times \frac{N(F)}{N(S)} \quad (\text{J2.1.4})$$

7. CLASS FLAGS

Code Flags used:

| | |
|----------------------------------|--------------------------|
| Enterprise | Flag E |
| Laser | Flag L |
| Handicap | Flag F |
| Topper | Flag T |
| Optimist | Flag O |
| General Handicap (All In) | Numeral Pennant 1 |
| Young Helms | Numeral Pennant 2 |

NOTE: For the Class Cups’ series the General Handicap (All In) flag may be used at the discretion of the OOD for all classes.

8. STARTING AND FINISHING

8.1 The Starting and Finishing Line

The projection of a line painted on the Starting Box window and a marker post in front of the Box.

This line will not be used as a finishing line for Pursuit Races. For Pursuit Races only the finishing line for each boat shall be a line drawn at right angles to the banks across the river and passing through the foremost part of each boat at the instant of the finishing signal. The overall finishing order shall be determined by the position of each boats finishing line. (J2.1.6)

8.2 Starting

8.2.1 Number of Boats in a Start

The normal maximum number of boats in any one start shall be six. At the discretion of the Officer of the Day and in favourable conditions, seven or more boats may be started. In Pursuit Races any number of boats must be started together. In this case if the number of boats starting is more then six the start may be made downwind rather than upwind as normal. (J2.2.38)

8.2.2 Starting Procedure – Non-Pursuit Races

Normally races will be started using Rule 26, in which case a sound signal with no flag will be given 5 minutes before the warning signal of the first class to start. Certain races may use a different system, in which case this will be clearly indicated on or near the signing on sheet. (Rule 26)

8.2.3 Starting Procedure – Pursuit Races

In Pursuit Races a boat is deemed to be racing from the preparatory signal of that race when she is on the race course.

Rule 26 is replaced to read - Pursuit Races will be of fixed duration – usually 1 hour or 45 minutes from the Laser (full rig) start time, and boats will start according to their calculated handicap (PY) times. A list of starting times will be placed on the Club Notice Board. At ten minutes before the first Class to start a sound signal will be made with no flag. At five minutes

the General Handicap (All in) class flag will be flown with one sound signal, at four minutes Code Flag P will be flown and one sound signal made. At one minute code flag P will be dipped and re-hoisted and one long sound signal will be made. At the start of the race one sound signal shall be made and this will be repeated for each class as it starts. When all boats have started correctly the flags will be lowered. The race will finish at the end of the allotted time by giving a single long sound signal and raising a red pennant. The position of the finishing lines of the boats on the water at this time shall give the finishing order.
(Rule 26)

8.2.4 Single Boat Starts

Every race shall consist of at least two boats crossing the starting line correctly. In the event that there are not two boats crossing the start line in the race after the first boat has started the race shall be abandoned and not re-sailed except as provided below.

8.2.5 CLASS CUPS' SERIES

For the Class Cups' Series all boats entered in all classes will be started together and each class boat's finishing position will be calculated using PY for an overall result for that race. If more than 6 boats entering and multiple starts, boats of the same class should be put into the same start(s) if possible. The Class Cup for each class competing will be awarded separately at the end of the Class Cups' Series.

8.2.6 Optimist and Youth Topper Fleets

In the event of only one Optimist or one Youth Topper entering a race the single class boat may race with the other junior class boat (or boats) racing. The single class boat will receive first place points for her class if finishing, retirement points if retiring or disqualification points if disqualified. This will not affect the overall finishing positions for the other junior class racing.

8.2.7 Young Helm Racing

Young Helms may enter all senior fleet racing as indicated on the annual race programme card. Separate Young Helm prizes will be awarded for some series.

Optimists may not enter 1 hour Pursuit Races, but Optimists are eligible to enter 45 minute Pursuit Races, and all other club senior All In and Personal Handicap races.

8.3 Recalls

8.3.1 Individual Recalls

A boat over the line at the start shall be hailed. A further hail shall be given when such a boat has returned and cleared the starting line. Code Flag X will NOT be displayed and no sound signal shall be made. This replaces the requirements of Rule 29.1.

(Rule 29.1)

8.3.2 General Recalls

A second sound signal shall be made after the starting signal and boats will be hailed from the Starting Box. If the start is the last start of a series then the starting signal will become the warning signal for the new start, (5min), otherwise the starting signal of the final start will become the warning signal of the recalled start unless the recalled start is postponed or cancelled. This replaces the requirements of Rule 29.2.

(Rule 29.2)

8.4 Finishing

The finishing line will normally be crossed in the direction of the start. If it is to be crossed in the opposite direction a black ball will be hoisted during the leading boats final round. For Pursuit Races the race will finish at the end of the allotted time. (See instruction 8.1)

8.4.1 Time Limit for Finishing

The time limit for the purposes of Rule 35 shall be 1 hour. This does not apply to Pursuit Races. A *start* shall not be abandoned for this reason if any boat in the *race* has finished within the time limit.

8.4.2 Time Limit after first Boat

Any boat more than 20 minutes behind the leading boat (using corrected time in PY handicap racing) in the start will not be timed. If possible boats will be hailed from the Starting Box or advised by the Safety Boat crew. This shall not apply to Pursuit Races. Boats not timed shall be awarded retirement points.

For Optimist & Youth Topper races only & provided there is only one start for each class racing, the Officer of the Day at his or her discretion and after the lead boat(s) have finished in each class, may hoist code flag B & issue one long sound signal signalling the end of the race. All boat(s) remaining on the course will be given their finishing position(s) as in their current position(s) on the course & without the requirement to cross the finishing line. No boat(s) finished in this way will be given a position ahead of lead boat(s) who have crossed the finishing line and already been finished in that race.

9 SCORING SYSTEM AND TIE BREAKING

9.1 Scoring System

The Low Point System in A4.1 will be used. Separate points are awarded for the Pye Gold Cup and the Philip Nunn Trophy. The scoring system and regulations for these trophies shall be published separately. Points shall be awarded for races based on elapsed corrected time (except in Pursuit Races) and not for starts.

9.1.1 Short Series

For a series of races lasting for only one day (a Regatta) Rule A4.2 shall apply. (Note: The application of Rule 30 is not possible on the river and the scoring penalties of Rule 44.3 are not used). (Rules A4.2, 30, 44.3)

9.1.2 Long Series

For a series of races over more than one day Rule A9 shall apply and Rule A4.2 shall not apply. Rule A9 is modified as below:

“For a series that is held over more than one day, a boat that *started* but did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats that *started*.

A boat entered in a series but missing a race in that series will be allocated points for that missed race calculated with the number of boats in that series plus 10 points. This rule for points allocated for a missed race will apply to all long series but will not apply to points awarded for the Gold Cup and Philip Nunn Trophy.

(Rule A9, A4.2)

9.2 Tie Breaking

Ties will be resolved in the following order:-

- a) By applying RRS A8.1
- b) If a tie remains between two or more boats the discard race(s) of the boats involved will be taken into account.
- c) If a tie still remains between two or more boats RRS A8.2 will be applied.

(Rule A8.1: A8.2)

10 SHORTENING COURSE

As far as practicably possible OOD's should shorten starts in the order of starting, and the lead boat in a start should be the first boat to be finished in their respective start. Other boats in that start can then be finished following the lead boat's finishing bell, even if completing a lesser number of rounds than the lead boat in their start. (See also 6.3 Different Number of Rounds)

10.1 Courses A, B C and D

Code Flag S will be flown for an All In race and for a Class Race Code Flag S will be flown together with the Class Flag(s) of the Class(es) being shortened, and two sound signals will be made as the lead boat either:-

a) Approaches the bend in the river downstream from the Starters' Box when sailing upstream towards the finishing line. Boats will then be finished by crossing the finishing line in the direction of starting. If the finish direction is to be different from the start direction a Black Ball will be flown with the S code flag.

Or

b) Rounds the Club Buoy, in which case boats will complete the course by rounding the Middle Buoy, or upstream middle buoy in the event of there being an additional middle buoy on the course laid between the club buoy and the GOBA middle buoy, and crossing the finishing line in the direction indicated.

10.2 Course "A" and "D" Only (See also Instruction 6.3)

Except for Pursuit Races and at the discretion of the OOD individual boats may be required to sail fewer rounds than indicated on the board in order to give all boats as nearly as possible the same duration of race. Such boats shall be finished when crossing the start line in the direction of the start when they have completed the required number of laps. No extra sound or flag signals shall be made.

Note:- Code Flag "S" will always be flown together with the Class Flags of the Classes that have been shortened at any one time.

11 HANDICAPS (TIME ALLOWANCES)

11.1 General Handicap Races

For handicap races, the corrected times will be calculated in accordance with the RYA Portsmouth Yardstick Scheme (YR2). The Sailing Committee may from time to time amend the published Portsmouth Numbers in accordance with local conditions. Any changes will be published on the Notice Board at least seven days before taking effect. For boats without a published number, the Sailing Committee may allocate a trial number which may be adjusted subsequently according to performance.

11.2 Personal Handicap Races

In personal handicap races the personal handicap (percentage addition to corrected elapsed time) will be applied in addition to the PY correction. Rules for this system are published separately.

Also see 8.2.3 (S.I.'s) for Pursuit Races.

12 RETIREMENTS

Retirements shall be notified to the Officer of the Day, and the declaration space shall be marked "retired". Non-compliance entails disqualification.

13 DECLARATIONS

The helm or representative of the helm shall sign in the space provided on the signing-on sheets not later than **THIRTY MINUTES** after the finishing of the last boat in his or her start, indicating legal completion of the race. Non-compliance entails disqualification.
(J2.2.13)

14 CHANGES TO THE RULES

Rule changes not specifically mentioned elsewhere

14.1 Protests

Rule 61.3 is modified so that the Protest Time Limit shall be **ONE HOUR**. Protests must be written on the special protest forms obtained from the Officer of the Day in the Starting Box.
(Rule 61.3)

14.2 Hauling out, making fast, anchoring

Rule 45 is modified by replacing the first sentence with:
“A boat may initially leave moorings after her preparatory signal”
(Rule 45)

14.3 Crew Position

Rule 86.1 (c) is modified to read;
“Class Rules may change only rules 42, 49.2, 50, 51 and 54”.
(Rule 49.1 applies regardless of Class Rules)
(Rule 86)

15 CHANGES TO SAILING INSTRUCTIONS

Any changes to these Sailing Instructions shall be clearly posted in the Clubhouse not less than 20 minutes before the start of a race affected by the change.