



# HELFDORD RIVER SAILING CLUB

## DINGHY SAILING INSTRUCTIONS

### 2016 CLUB RACING

The Organizing Authority is Helford River Sailing Club

#### Rules

Racing will take place under the current ISAF Rules (i.e. 2013-16), with RYA Prescriptions, these sailing instructions, the appropriate class rules, and the 2016 Notice of Races.

#### 1. Competitors Responsibility

The safety of a dinghy and her entire management including insurance shall be the sole and inescapable responsibility of the owner/competitor racing the dinghy.

The establishment of these sailing instructions in no way limits or reduces the complete and unlimited responsibility of the owner/competitor for his / her crew, his /her dinghy, and the management thereof.

#### 2. Entry and insurance

The owners / helmsmen of all dinghies wishing to take part in races must do the following: -

- i) Insure their craft for a minimum of £3,000,000 third party risks
- ii) Complete, sign and return an official Entry Form to the Club for 2016 before racing, (available from the Club Administrator or Captain of Dinghies or from the Club Website).
- iii) Pay the required entry fees to the Club Administrator
- iv) Under 16's must complete a Parental consent form available from the Club Administrator, or the Club Website.

No points or places will be given to any competitor who fails to satisfy all of these requirements.

#### 3. Safety

Life jackets or buoyancy aids must be worn by all competitors at all times. All dinghies must be equipped with adequate buoyancy, (properly secured), and carry all safety equipment.

It is the responsibility of the competitors alone to decide whether or not it is safe to race. This includes an assessment of weather conditions and forecasts, the sea worthiness of their vessel and the competence, experience and fitness of its crew. Such standards may vary and the fact that a race has not been cancelled does not mean that it is safe for all competitors to take part.

#### 4. Navigation

On all courses competitors must pass north of Voose Buoy and south of Bar Buoy.

Competitors must take every precaution to keep clear of moored craft in the river. Particular attention is drawn to those rules concerning rights of way at obstructions.

#### 5. Novice Class

There may be a class for novices starting 5 minutes before the main start. Helmspersons wishing to enter this class shall declare this on their entry form and notify the Race Officer prior to leaving the pontoon and there must be at least three starters. If less than three novice starters they shall start with the main class start.

## 6. Courses

Courses will be either:

- i) Pursuit: - The course to be sailed may be signalled by course letter board hung at the foot of the ramp leading to the pontoons. Details of courses are given on race cards available from the Club Office and Captain Dinghies. Competitors should ensure they use the most up-to-date card by checking the valid date on the card with that on the Club Notice Board.
- ii) Committee Boat Line Start: - Letter "A" may be displayed at the foot of the ramp. The course letter board may be displayed from the Committee Boat before the Warning signal. Courses may be selected from the race card, Committee Boat Line Start section.
- iii) Windward/Leeward/Triangle Courses: Letter 'B' may be displayed at the foot of the ramp. The course may be standard windward/leeward triangle as illustrated in Appendix 'L' pg 142 of the Racing Rules of Sailing 2013-2016, <http://www.sailing.org/documents/racingrules/index.php> with an option to reduce the number of laps by shorten course procedure and an option to use the windward and leeward marks as starting and finishing marks. A course card will be provided by Captain Dinghies.
- iv) Average Lap Timed Races. Where possible & convenient races will be raced under the Average Lap Time system. Letter "C" may be displayed at the foot of the ramp.
- v) Light winds, a light wind course option may be signaled by letter board L at the bottom of the Ramp, or on the committee boat. A suitable light wind course will be notified by Captain Dinghies or the Race Officer.
- vi) Dynamic Courses. Letter "D" may be displayed at the bottom of the ramp. The Race Officer will devise the course, which may be displayed on the side of the Committee Boat.

## 7 Starting

- i) Pursuit. A signal will be sounded at or soon after the start time published in the HRSC Year Book, or otherwise advised elsewhere. Each dinghy will start at its own individual start time shown on the race card after this sound signal.

The start line is the Club Line marked by the transit of the two masts at the clubhouse, with Bar buoy as the northern limit.

- ii) Committee Boat Line Start. The starting procedure will follow RRS 26, with the warning signal at or soon after the time published in the HRSC Year Book, or otherwise advised elsewhere. In addition there may be a signal 5 mins before the warning signal, and Int. code Flag 'B' will be hoisted. Flag 'B' will be lowered at the Warning signal, and then RRS 26 will be followed. Alternatively & at the discretion of Captain Dinghies there will be a 3 flag start for a simplified procedure if indicated either for novice racers or merged safety: committee boat operations. The start line will be a line between an orange flag on the Committee Boat and a pin mark which may be a laid mark with an orange flag, or a mark of the course. The start line will be in the vicinity of the Start Mark, identified in brackets on the race card.

- iii) Windward/Leeward/Triangle line start. The starting procedure will be as per SI 6 ii above (Committee Boat Line start).

## 8. Number of starters

For a race to be valid the number of starters must be at least two.

## 9. Finishing

- i) Pursuit. The finish will be at the first mark, rounded by the leading boat after a minimum time period (hitherto 90 mins) has expired. If the full course is completed before this time then the legs marked in brackets on the Race Card will be repeated until the minimum time period has elapsed. The finish may or may not be marked by a Committee or patrol boat. The finish line is deemed to be a line extending from the finish mark, at right angles to the course from the previous mark. The finish mark should be left on the same side as it would have been rounded. There will not be a hook finish. The length of the line will be two boat lengths.

Any boat not on the same leg as the lead boat when the minimum time period expires shall finish by rounding the next mark on the correct side. The Committee Boat or patrol boat will attempt to record finishing positions. However, it is essential that competitors note the name / sail number of the boats finishing ahead and astern.

ii) Committee Boat Line Start. The finish line will be marked by the Committee Boat and a mark of the course. The line will be at 90° to the course from the previous mark. Boats will finish by crossing the line leaving the mark of the course on the correct side according to the Race Card. To indicate that the Committee Boat is on station it may fly a blue flag.

The Race Officer will finish the race after approx. 60 mins duration, at a mark of his/her discretion, by following the shorten course procedure. The course may be shortened between marks of the course by creating a finish gate between a blue flag displayed on the committee boat and an additional mark displaying an orange flag, and by following the shorten course procedure before the first boat crosses the finish line.

iii) Windward/Leeward Triangle Races. The finishing procedure will be as per SI 9ii above (Committee Boat Line start Race)

**10. Shortening course:** In accordance with RRS 32.2, except as modified by these Sailing Instructions.

6 **Retirements:** All competitors retiring must notify the Race Officer or Patrol Boat Crew as soon as possible.

11 **Time limits** Committee Boat line start and Windward/Leeward/Triangle line start races. Any boat not finishing within 30 mins of the leading boat will be deemed to have retired.

12 **Protests:** will be heard in accordance with ISAF Rules 60 – 71 (part 5). This procedure must be followed correctly and in full, or the protest may not be heard.

### **13 Assistance to another boat**

It is the duty of every dinghy to render all possible assistance to any vessel or person in distress in accordance with Fundamental Rule 1.1. The Race Committee will subsequently make every effort to reach an equitable decision regarding the outcome of the race in accordance with Rule 62.

### **14 Scoring**

RRS Appendix A will apply. Additionally, the Race Officer shall be awarded his average points scored in the other races in that series.

### **15 Alternate Rigs Helms and Boats**

- i) Lasers shall be allowed to use Standard, Radial or 4.7 rigs for any race.
- ii) In the event of a change of helmsperson in any series, the race results points shall be awarded to the boat and not to the individual helmsperson.
- iii) Helmsmen may helm any boat in any series and the scores shall be attributed to the helmsman.

### **16 Handicapping**

Handicapping will be organised using the Portsmouth Yardstick Scale as determined by the Sailing Committee. All entries shall adhere strictly to their respective class rules and to their PY rating.

### **17 Use of Club Boats**

- i) Club boats may only be used for racing by helmsmen who have been previously authorised to do so by Captain Dinghies and only when a safety boat attends.
- ii) Users of club boats must take all steps to avoid damage. At the end of racing the boats should be returned to their moorings or the dinghy park, properly secured with sails properly folded and returned to the store. Any damage must be reported promptly to Captain Dinghies.

*Tuesday, 08 March 2016*