	<p style="text-align: center;">SAILING INSTRUCTIONS</p> <p style="text-align: center;">CLUB SERIES 1ST APRIL 2006 TO 31ST MARCH 2007</p>
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1.0 RULES

- 1.1 The event will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The prescriptions of the RYA shall apply.
- 1.3 Rubbish shall not be put overboard, however it may be put in support or patrol boats.
- 1.4 Competitors shall give way to patrol boats and race management craft at all times.

2.0 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice boards located in the wet bar.

3.0 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any changes to the schedule of races will be posted by 2000 on the day before it will take effect.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag staff located at the South end of the clubhouse.
- 4.2 When flag AP is displayed ashore. '1 minute' is replaced by not less than '20 minutes' in race signal AP.

5.0 SCHEDULE OF RACES

5.1 Dates of racing are: -

- | | |
|---------------|--|
| Spring Series | every Sunday between April 1 st and June 30 th inclusive |
| Summer Series | every Sunday between July 1 st and September 30 th inclusive |
| Autumn Series | every Sunday between October 1 st and December 31 st inclusive |
| Winter Series | every Sunday between January 1 st and March 31 st inclusive. |

5.2 The number of races scheduled for each day of racing is 3, with two back-

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to-back in the morning and one in the afternoon

- 5.3 The scheduled time of the warning signal for the first race of each day is not before 1020 and for race three of the day not before 1400.

6.0 CLASS FLAGS

The start flags will be as shown in Attachment Two

7.0 Racing Area

The racing area will be the Queen Mother Reservoir

8.0 THE COURSES

- 8.1 The diagrams in Attachment One show the courses, including the order in which the marks are to be passed and the side on which each mark is to be left and the number of laps for each start.

Attachment Two shows the default course to be sailed by each Division and/or Start

- 8.2 Legs of the course will not be changed after the preparatory signal.

- 8.3 The course to be sailed will be signalled from the committee vessel as follows:

either: Orange flag - rounding marks will be plain orange
or: Orange/Black flag - rounding marks will orange with a black band

and

either: Red flag - leave course rounding marks to port
or: Green flag - leave course rounding marks to starboard

and

either: Flag 'O' indicating a standard course configuration as indicated in Attachment 1 - Course 1
or: Flag 'T' indicates a course configuration as indicated in appendix Attachment 1 - Course 3 Triangles
or: Flag 'W' indicates a course configuration as indicated in Attachment 1 - Course 4 Windward/Leeward
or: Flag F indicates a course configuration as indicated in Attachment 1 - Course 5, Trapezoid

If a particular division is to sail a different course to the majority, it shall be signalled by flying the course configuration flag below its division flag.

9.0 MARKS

- 9.1 Outer course marks will be large cylindrical buoys either all orange, orange

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with a black band in colour or large inflatable orange marks with logos.

Inner course marks will be smaller spherical buoys of the same colours.

- 9.2 The starting mark will be either a spar buoy bearing a YELLOW flag or the staff of a vessel bearing a YELLOW flag.
- The finishing mark will be a spar buoy bearing a BLUE flag.
- 9.3 A race committee boat signalling a change of a leg of the course is a mark as provided in sailing instruction 12.2

10.0 AREA OF OBSTRUCTION

The start and finish lines are prohibited areas when sailing down wind and also shall not be crossed when sailing from Mark 3 to Mark 1, except when starting or finishing.

11.0 THE START

- 11.1 The starting line will be between a staff bearing a YELLOW flag on the starting vessel and an outer starting line mark which shall be either a spar buoy bearing a YELLOW flag or the staff of a vessel bearing a YELLOW flag.
- 11.2 Boats whose warning signal has not been made shall avoid the starting area. A breach of this instruction may lead to disqualification.
- 11.3 A boat starting later than 4 minutes after her starting signal shall be scored Did Not Start. This changes rule A4.
- 11.4 If there is a general recall during a sequence of starts, the recalled division may be restarted at any point of the start sequence. This changes rule 29.2.

12.0 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee may move the original mark (or the finishing line) to a new position.
- 12.2 The race committee will display a rectangular green flag if the direction is changed to starboard or a rectangular red flag if the direction is changed to port. This changes rule 33.
- 12.3 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark leaving the mark to port and the race committee boat to starboard, if the mark is to be left to port. This changes rule 28.1.
- If the mark is to be left to starboard, boats shall pass between the race committee boat and the nearby mark leaving the mark to starboard and the race committee boat to port. This changes rule 28.1.

13.0 THE FINISH

- 13.1 The finishing line will be between a staff displaying a BLUE flag aboard the

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finishing vessel and the finishing mark defined as either a spar buoy bearing a BLUE flag or the staff of a vessel bearing a BLUE flag.

13.2 In the event of a shortened course, rounding marks will not be used to form one end of the finishing line. This changes Race Signals S

13.2 When a race committee boat, that is positioned as one end of the intended full-race finishing line, displays flag S (with two sound signals) as the leading boat is approaching a rounding mark close to that committee boat, the course is shortened and boats shall leave the rounding mark on its required side and finish on the intended full-race finish line. This changes rule 32 and flag S in Race Signals.

14.0 PENALTY SYSTEM

14.1 For boats in Asymmetric Handicap Division on start 3 & Catamaran Handicap Division on start 3 rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

14.2 As provided in rule 67, the protest committee may, without a hearing, penalize a boat that has broken rule 42.

15.0 TIME LIMITS

15.1 If no boat of a start has passed Mark 1 within 30 minutes of its starting signal the race for that start may be abandoned.

15.2 Boats failing to finish within 20 minutes after the first boat in their respective starts sails the course and finishes will be scored Did Not Finish. This changes rules 35 and A4.

16.0 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest forms are available from the race office. Protests shall be delivered there within the protest time limit.

16.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day. [The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to request for redress. This changes rules 61.3 and 62.2

16.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or names as witnesses.

16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

16.5 A list of boats that, under instruction 14.4, have acknowledged breaking rule 42 or have been disqualified by the protest committee will be posted before the protest time limit.

16.6 Breaches of instructions 11.2, 18, 19.2, 22,23 and 24 will not be grounds for a protest by a boat. This changes rule 61(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

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- 16.7 On the last day of the event a request for reopening a hearing shall be delivered
- (a) Within the protest time limit if the party requesting reopening was informed of the decision the previous day.
 - (b) No later than 30 minutes after the party requesting the reopening was informed of the decision that day.
- This changes rule 66
- 16.8 With the agreement of the parties, a mediation hearing may be conducted for all protests lodged in accordance with rule 61 which allege an infringement of a rule of Part 2 or 4. Such hearings will be held after the protest has been lodged and prior to the protest hearing. Mediation when used shall be conducted in accordance with Appendix B.
- 17.0 SCORING**
- 17.1 Eight races are required to be completed to constitute a series.
- 17.2 Each boat's series score shall be the total of her race scores excluding the worst 50% -1 scores.
- 17.3 The scoring system for each start or division is documented Attachment Two.
- 17.4 Members of Datchet Water Sailing Club who undertake a club duty will be awarded average points of all races they started for the race or races they missed because of the club duty. This will be indicated by scoring code OOD in the published results.
- 17.5 Points for race ties will not be divided. This changes Appendix A7.
- 17.6 The RYA Portsmouth Yardstick Scheme as set out in the current YR2 will normally be used.
- 17.7
- (a) Portsmouth numbers (PN) will be those published in the current YR2 for each class in starts 1, 2, 3 & 4.
 - (b) The ISAF Small Catamaran Handicap Rating System (SCHRS) will be used for start 5, except that the penalty for the use of carbon masts will not apply. The values will normally be as published on the ISAF SCHRS web site (www.schrs.com).
- 17.8 The race committee may, in their, absolute discretion:
- Vary any handicap rating
 - Allocate a rating to any class not listed in YR2 or SCHR system
- 17.9 Competitors sailing multi-hulled boats in start 3 shall declare the SCHRS value under which they propose to race on the race declaration form on each day of racing.
- 17.10 Competitors will be ranked in individual races in ascending order of corrected time, where the corrected time [CT] is calculated from the elapsed time [ET] for the race and the rating value [RV] using the formula

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- CT = 1000 * ET / RV for starts/divisions using RYA YR2

- CT = ET / RV for starts/divisions using SCHR

18.0 SAFETY REGULATIONS

18.1 The priority of patrol boats is the safety of competitors and neither the race committee nor the club accepts any responsibility for damage to boats or equipment

18.1 A boat, which interferes with or tries to pass between a safety boat and a boat that is capsized or otherwise needing assistance, or persons in the water, may be disqualified without a hearing. This changes rule 63.1.

18.3 Adequate personal buoyancy for all crewmembers shall be worn at all times whilst afloat and shall be centred above the waist. This changes the part 4 preamble and rule 40. Competitors contravening this requirement may be subject to protest by the race committee. NOTE - race committee includes patrol boat personnel.

18.4 From November 1st until April 30th inclusive, or at any other time when flag 'Y' is flown from the Clubhouse flagpole, the following minimum clothing requirements are mandatory: -

- Full Wetsuit (i.e. wrist to ankle and minimum thickness 3mm) or
- Dry Suit with appropriate thermal undergarments or
- Keel boat sailors only may wear Polar Suits with appropriate waterproof and windproof outer garments

This changes race signals Y.

- Competitors contravening this requirement may be subject to disqualification without a hearing. This changes rule 60.

19.0 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Competitors shall inform the race committee in writing if they require race results of different class & sail numbers to be combined, if appropriate, for a particular helm or helm & crew combination.

20.0 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

21.0 OFFICIAL BOATS

Official boats will not be marked.

22.0 RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones.

23.0 PRIZES

Prizes will be awarded as set out in the Notice of Race.

24.0 DISCLAIMER OF LIABILITY

24.1 Competitors participate in the event 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 event

24.2 It is for competitors to decide whether their boat is fit to sail in the conditions in which it will itself. By launching competitors confirm the boat is fit for the conditions and they are competent to sail and compete in them.

24.3 Nothing done by the organizers can reduce the responsibility of the owners and/or competitors, nor will it make the organizers 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 organizers encompass everyone helping to run the event.

24.4 The provision of patrol boats does not relieve owners and/or competitors of their responsibilities.

25.0 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,00 per event or the equivalent.

Original	February 2005
Modified	January 2006
	February 2006

	<p style="text-align: center;">SAILING INSTRUCTIONS ATTACHMENT 1 CLUB SERIES 1ST APRIL 2006 TO 31ST MARCH 2007</p>
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THE COURSE

Unless indicated on the official notice board, the course configuration and order of rounding marks will be one of the following signalled in accordance with sailing instruction 8.3.

Mark 1 is the intended windward mark.

The diagrams indicate the number of legs required to complete particular rounds. They do not indicate the angles between legs.

The full course will comprise the number of rounds indicated according to sailing instruction 13.2.

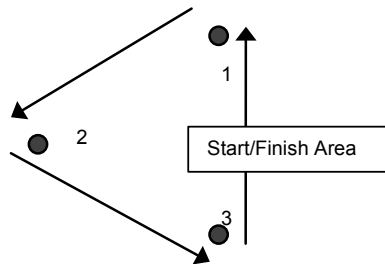
For courses 1, 2, 3 & 4

When RED flag flown on committee boat leave marks to PORT.

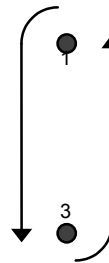
When GREEN flag flown on committee boat leave marks to STARBOARD, i.e. mirror image of course diagrams 1, 2, 3 & 4.

1. Standard Course (marks to port).

First and subsequent odd rounds (3 legs)



Round Mark 1
Round Mark 2
Round Mark 3



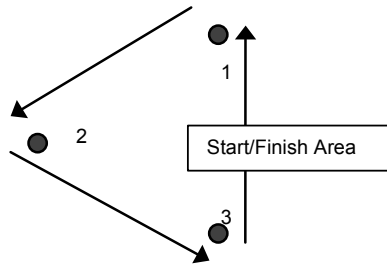
Second and subsequent even rounds (2 legs)

Round Mark 1
Round Mark 3

A lap is either a triangle or a sausage, i.e. 3 laps will be triangle, sausage and a triangle

2. Triangles

All rounds (3 legs)

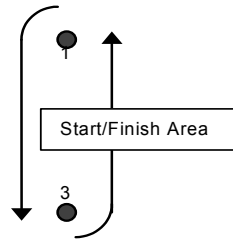


Round Mark 1
Round Mark 2
Round Mark 3

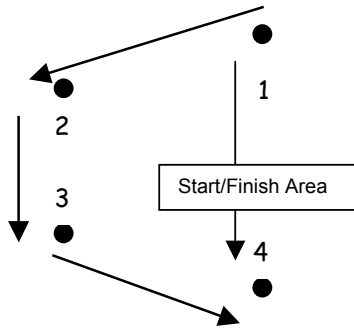
3. Windward/Leeward

All rounds (2 legs)

Round Mark 1
Round Mark 3



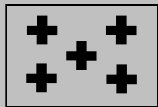

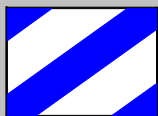
4. Trapezoid.



Round Mark 1
Round Mark 4
Round Mark 1
Round Mark 2
Round Mark 3
Round Mark 4

5. An Alternative Course as displayed on the official notice board.

	<p>SAILING INSTRUCTIONS</p> <p>ATTACHMENT 2</p> <p>CLUB SERIES 1ST APRIL 2006 TO</p> <p>31ST MARCH 2007</p>
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Start	Class Flag	Division	Scoring System	Rating System	Marks	Course	Laps
1	Naval Numeral 0 [zero] 	Laser	Modified Low Point as table below	RYA	Inner	Triangle / Sausage	3 Race 1
		Inter H/C	Modified Low Point as table below				4 Race 2
		Slow H/C	Modified Low Point as table below				3
2	Naval Numeral 4 	Fast H/C Flying Fifteen	Modified Low Point as table below	RYA	Inner	Triangle / Sausage	3
3	Naval Numeral 6 	Asymmetric H/C	Modified Low Point as table below	RYA	Outer	Windward / Leeward	4
		Catamaran H/C		SCHR			

The Race Committee may in its absolute discretion vary the times, classes, number of laps, marks and order of starts set out above.

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Division	Classes
Laser	Laser, Laser Radial, Laser 4.7
Intermediate Handicap	Classes with a PN between 1100 & 1205 inclusive
Slow Handicap	Classes with a PN greater than 1205
Fast Handicap	Symmetric spinnaker and other classes with PN between 920 & 1099 inclusive Asymmetric spinnaker classes with a PN greater than 960
Asymmetric	Symmetric spinnaker and other classes with a PN less than 920 Asymmetric classes with a PN less than 960
Catamaran	Classes with two or more hulls, except the Laser Vortex

Scoring System		
Position	Low Points (this changes A4.2)	High Points
1	1	(S-P)+6
2	2	
3	3	
DNF, DNS, OCS	Number of boats considered to have been a starter in the race for a Start or Division	5
RAF	Number of boats considered to have been a starter in the race for a Start or Division + 1	4
DSQ, DNE	Number of boats considered to have been a starter in the race for a Start or Division + 3	3
OOD	Average of all races not scoring DNC	Average of all races not scoring DNC
DNC	Max number of boats considered to have been a starter in Start or Division + 5	0 (zero)
		Where S = number of boats considered to have been a starter in Start or Division P = is finish position as defined in 11.6



1 Mediation

- 1.1 A mediation hearing will be conducted for all protests lodged in accordance with rule 61 which allege an infringement of a rule of Part 2 or 4. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
- 1.2 The mediator will be decided the time and place of the mediation hearing and such advice may be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. The mediator shall decide the manner in which testimony is given.
- 1.3 After taking testimony at a mediation hearing the mediator shall make one of the following conclusions:
- (a) The protest does not comply with rule 61 and the protestor may withdraw the protest.
 - (b) The matter shall proceed to a protest hearing.
(This may be because rules other than Part 2 or 4 are or may be involved, or
because evidence is too complex or divergent to reach a reasonable and timely conclusion, or
due to the apparent severity of the alleged infringement, or
for any other reason decided by the mediator.)
 - (c) No rule was broken and the protestor may withdraw the protest.
 - (d) A rule was broken by one or more of the boats involved, the infringing boat(s) may accept scoring points equal to a finishing place mid-way between the boat's actual finishing place and a disqualification, and if so accepted the protestor shall withdraw the protest. (Half points shall be disregarded and the points of other boats shall not be adjusted.)
- 1.4 A mediation hearing shall not be re-opened. No conclusion of a mediator shall be subject to appeal or be grounds for redress.
- 1.5 Should the protest proceed to a protest hearing then the mediator may not be a member of the Protest Committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the parties to the hearing.



1. The Rules

Racing will take place under the Racing Rules of Sailing. For race management, the main change will be in the starting sequence. The Race Officer should therefore read and familiarise him/herself with the following:

- (i) The new Sailing Instructions dated January 2005.
- (ii) Appendix A - Courses.
- (iii) Club Start Sequence and Start Times listed in the Club Sailing Instructions. The divisions will start at 5-minute intervals, with the first warning signal a little earlier at 10:20 hrs.
- (iv) The Notice of Race for the Series.

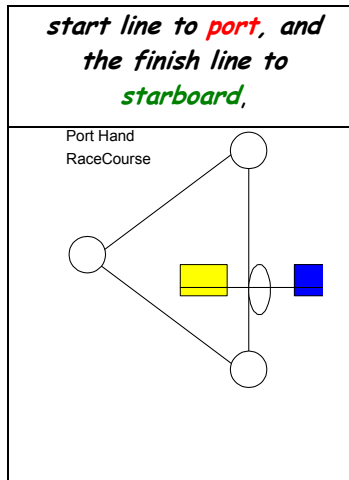
Copies of all these are in the Race Officers' Manual in the race box.

2. Sunday Format

There are scheduled to be 2 back-to-back races on Sunday morning, and a third in the afternoon.

The number of laps for each Division or Start is listed in Attachment 1 of the Club Sailing Instructions.

To save time between races in the morning, the Committee vessel will remain anchored in the starting area approximately 1/3 rd the way up the inner course beat



Boats will thus finish on an upwind leg. The morning course will be the standard Olympic course, *i.e.* triangles and sausages, other than boats on Start 4 & 5, which will sail upwind/downwind.

3. Starting Procedure

Rule 26 now provides only for one starting system as follows:

Signal	Flag and sound	Minutes before starting signal
Warning	Class flag: one sound	5
Preparatory	P, I, Z, Z with I, or black; one sound	4
One-minute	Preparatory removed: one long sound	1
Starting	Class flag removed: one sound	0

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

There are a number of advantages of this system. First, from the race management point of view there are fewer flags; the Preparatory is one flag, either P or I (Round the Ends, Rule 30.1), or Black Flag (Rule 30.3) for example. It is not necessary to fly P and either I or Black together. Secondly, for the competitors there will only be one class/division flag flying at any one time; in a sequence the next warning signal is flown at the start of the preceding class/division. Thirdly, it makes it easier to start a sequence in a different order.

Thus, at the start of the sequence, hoist the warning flag for Start 1. 1-minute later, hoist the preparatory signal you want to use for that start, i.e. P or I or Black (under the new system, you can use a different preparatory for different starts). 3-minutes later lower the preparatory. 1-minute later, the start, lower the Start 1 warning flag and hoist the warning for Start 2. And so on.

4. General Recall

The recalled start does not have to go to the end of the start sequence, it can be inserted into the start sequence at a point suitable and appropriate for the race team. However if use is being made of the computer system to help with the start sequence action has to be taken, whatever the decision about when to restart the recalled start, to add the start back into the sequence somewhere!

Rule 29.3 now provides that after a general recall, the **warning signal** (as opposed to the preparatory under the old rules) for a new start shall be made one-minute after the First Substitute is removed (one sound). Thus, there would be a full 5-minute sequence. *Note - because it is a sequence of starts the General Recall flag must be removed without a sound signal at least one-minute before the next start signal.*

5. Recording the Finish

Results are processed on a computer programme. It is essential that you record the real time of each division start; that is later put into the computer and is the basis for calculating all the handicaps. Then at the finish, record the class, sail number and real finishing time of all boats in the order in which they finish. It is not necessary to separate boats into classes or divisions, as the computer will do that. *Note - record all times in 24-hour format hh:mm:ss.*