

UPPER TAMAR LAKE SAILING CLUB
CLUB SAILING/RACING INSTRUCTIONS

Adopted 2004. Amended 11 December 2004 and adopted 11 December 2004 at AGM UTLSC. Amended 10 January 2009.

Amended vis-à-vis Novice Competitors 14 March 2010.

Edited and updated February 2016

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1. All racing will be governed by the rules as defined in the “Racing Rules of Sailing” of the RYA & ISAF.
2. The year’s programme of races will be published at the start of the season. Any necessary alterations will be amended on the programme posted in the race hut and circulated to members as appropriate, giving a week’s notice.
3. Any class of boat permitted to sail on Upper Tamar lake may be raced and will be given a handicap based on the RYA Portsmouth Yardstick system with possible alterations to classes in the “Limited Data” List, and “Small Sail” handicaps created at the discretion of the committee. Race results will have had the boats’ handicaps applied to the competitors’ on-the-water finishing positions.
4. Morning races will normally start at 12pm. Afternoon races will normally start at 2.00pm to 2.30pm, to be determined by the OOD.
5. The course and number of laps to be raced shall be designed to produce a race of approximately one hour.
6. A race will comprise a minimum of 3 boats who, having signed on for that race, cross the start line after the starting gun.
7. The course, marks to be rounded and number of laps to be sailed will normally be set by the Officer of the Day under the supervision of the Vice-Commodore and will be shown on the Race Board outside the Race Hut well before the warning signal for that race is sounded. Boats seen by the OOD to sail an incorrect course without correcting it will be disqualified.
8. Each boat entering the water that day shall sign the required Club and Lakes Trust registration forms beforehand. Each boat shall sign their intention to enter a race before the Warning signal of that race, and in doing so will agree to abide by the racing rules. Non-compliance may result in disqualification.
9. Each entrant shall announce their intention to sail, unless already signed in, 30 minutes before the start of the race, via informing the OOD or Vice-Commodore.
10. The safety and entire management of the boat is the sole responsibility of the owner/competitor racing who must ensure that his craft and crew are adequate for the conditions that may arise. Responsibility for taking part lies entirely with the individual. Neither the race organisers nor the club shall be held responsible

for any loss, damage, personal injury or death howsoever caused as a result of a boat taking part in club races.

11. The Warning signal will be sounded 5 minutes before the start. This will be followed by a Preparatory signal at 4 minutes before the start at which time all boats intending to race will be off the pontoon and sailing or their crew stood in the water holding the boat afloat. A further long blast will be sounded one minute before the start.
12. Signals made ashore: Visual signals will be made by flags hoisted on the flagstaff for the start, race postponement, race abandoned and shortened course.
Individual recalls - X flag 1 sound signal; flag will remain flying until the recalled boat has returned to the pre-start side of the line.
13. General recall – First substitute flag and 2 sound signals. A further sound signal is then given to indicate the end of the general recall and the first substitute flag is taken down. After a further minute the race start sequence will be restarted in the usual way.
14. Postponement – AP flag, 1 sound signal
15. Abandoned - N flag, 3 sound signals
16. Shortened course – S Flag, 2 sound signals
17. The start and finish lines will normally be the fixed club black and white transit poles, one located on the near bank and two alternative poles on the far bank. These produce alternative starting lines. The section of the start line to be used may be defined by buoys.
18. Notices to competitors will be posted on the board half an hour before the start.
19. Buoyancy aids will be worn on the water and pontoon at all times. Full length wet suits or dry suits are to be worn 1 November to 30 April, contravention may lead to disqualification.
20. The racing area may be restricted during fishing competitions and other watersports events. Boats must keep 30 metres clear of fishermen.
21. The Low Point Scoring system will be used. Entrants in a series completing an OOD or nominated safety boat duty may claim points equal to the average of their score for that series, for that race on the day. Those that complete more than one OOD duty may only claim this once in a series whilst an entrant that completes a OOD *and* a safety boat duty in the same series may claim this twice.
22. Penalties. A boat that has broken a rule of Part 2 of the RYA Racing Rules may exonerate herself by completing penalty turns, excepting where she has caused serious damage or gained significant advantage by her breach, when she will retire.

23. A cancelled or abandoned race may be lost or may be rescheduled by the Vice Commodore by giving a week's notice to those entered in the series by posting a notice on the club board and informing members as appropriate.
24. Protests. If you wish to lodge a protest please bear in mind that a committee will have to be convened and the ensuing discussion can be long and arduous. All interested parties are required to give evidence and you will probably have to produce witnesses.

Note on Penalties and Protests

If at all possible please bring your initial feelings to the Vice-Commodore, or in his/her absence the Commodore or another committee member so that we can all have a "cup of tea" discussion to see where things have gone wrong and see if we can learn by them. Often when a rule has been breached a 360 or 720 turn (depending on the rule) by the offending boat will exonerate you so that your placing can be kept. If in doubt do a penalty and discuss it on returning to shore. The discussion allows all of us to learn by our mistakes for future racing. We would like to keep things on a friendly but firm basis and feel this is the best way for the club to handle rule breakages. If you are still not happy then by all means lodge a protest.

The most frequent causes of penalties being required are:

Hitting a mark - requires a 360 penalty = 1 gybe and 1 tack

Hitting another boat, failure to give water at a mark or give way to a starboard boat - require a 720 penalty = 2 gybes 2 tacks If you hit another boat and do damage you MUST retire at once or be disqualified. You MUST avoid collisions at all times if at all possible, even if you have right of way!

All penalties should be taken in clear water before the next mark so as not to interfere with other competitors.

Any infringement before the start in the period after the 5 minute sound signal and class flag signal requires a 720 turn.

If you know you have broken a rule, and the other helm is even only slightly aggrieved, the paragraph called "Sportsmanship and the Rules" at the beginning of the rules make it clear that you MUST take the penalty. Not to do so invites protest under Rule 2 "Fair Sailing"