SAILING INSTRUCTIONS

These Sailing Instructions rank as Rules, and alter Rules to which specific reference is made. If a Protest under SI 3, 10 or 15 is upheld, the offending dinghy is likely to be disqualified.

1 RULES

Races will be sailed under the current World Sailing Racing Rules of Sailing (RRS), the prescriptions of the RYA, the measurement rules of the appropriate Class and these Sailing Instructions.

2 CONDITIONS OF ENTRY

2.1 **General.** The safety of a dinghy and her entire management including insurance shall be the sole responsibility of the owner / competitor racing the dinghy who must ensure that the dinghy and crew are adequate to face the conditions that may arise in the course of the race. Neither the establishment of these Sailing Instructions nor the inspection of the dinghy in these conditions in any way limits or reduces the absolute responsibility of the owner / competitor for his crew, his dinghy and the management thereof. The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner / competitor, or his crew as a result of their taking part in the race or races. Moreover, every owner / competitor warrants the suitability of his dinghy for the race or races.

2.2 **Sail Numbers.** Under exceptional circumstances the Sailing Committee may permit a dinghy to use sails carrying a number other than that required by RRS 77.

2.3 **Entries**. Entry for the Event should be made on the forms in the Clubhouse. Races for which less than 3 boats come to the starting area shall be abandoned. A valid Measurement Certificate must be presented if requested.

2.4 **Equipment**. Bowsprits and trapezes may not be used.

2.5 **Insurance.** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000.

3 SAFETY

Personal Buoyancy. A personal flotation device must be worn at all times while on the river. This changes RRS 40.

4 CLASS SIGNALS

4.1 These will be in accordance with the rules of Classes except as varied below:

Albacore. The Albacore Class Signal will be pennant with three horizontal equal stripes of colours red, yellow, red.

Comet. The Comet Class Signal will be a pennant with the orange Comet insignia on a white background.

Enterprise. The Enterprise Class Signal will be IC flag E.

GP14. The GP14 Class Signal will be IC flag A.

Lark. The Lark Class Signal will be IC flag Q.

Laser. The Laser Class Signal will be IC flag B.

National 12. The National 12 Class Signal will be IC flag T.

RS Vareo. The RS Vareo Class Signal will be a white pennant with the text "RS VO" in pink.

General Handicap Fleet. The General Handicap Fleet Signal will be IC flag 1.

Large Fleets - starts. When the number of dinghies exceeds 15 the Race Officer **must** either:

(i) arrange a remote start line on a wider section of the river; or

(ii) divide them into two starts at three minute intervals. Flight A (warning signal flag A) will comprise the boats who have drawn a blue ribbon tally when signing on. Flight B (warning signal flag Q) will comprise the boats who have drawn a yellow ribbon tally when signing on. The decision on which flight starts first shall be made by the toss of a coin called by the Race Officer when the pennant signal is due to be raised. The split will be indicated by the Race Officer hoisting a blue or yellow broad pennant to the yardarm at the first pennant signal. The ribbon tallies and pennant colour shall be randomly selected as detailed for each race. The ribbon shall be flown preferably at the top of the mast or alternatively elsewhere on the boat throughout the race, such that it will be **clearly visible** from the Race Box. Tally ribbons will be returned when signing off.

Pursuit Races – see section 11.

4.2 **Notices to Competitors.** Amendments to the SIs for Open Meetings may be made if detailed during their event briefing.

5 COURSE INSTRUCTIONS

5.1 **Course.** This shall be taken from the indicator boards on the front of the Race Box, which show from left to right

(a) The diamond transit mark.
(b) The colour of the posts marking the start line.
(c) An arrow indicating the direction of START.
(d) The number of rounds to be sailed shown by a white number on a black board. This indicator board is not used for Pursuit races.
(e) The remaining boards and their sequence indicate the sequence in which buoys must be passed, and their hand. The first board indicates the number of the first mark and its colour indicates the hand (green to starboard, red to port) and so on.

5.2 **Course marks** are orange spherical buoys.

5.3 A mark may be moved during the leg being sailed, but only in a manner that will not prejudice the results. This amends RRS 33.

5.4. When it is not practical to move a mark without influencing the course sailed by all dinghies, and when the course distance is to be modified to improve the course, a Dan buoy displaying Flag C and the numeral of the mark it represents may be used. Flag C and a "+" or "–" board should be displayed at the Race Box.

7 STARTS

7.1 **Start Line**. This is defined as the line between the coloured posts or discs on each bank whose colour corresponds to the coloured disc in the Course Signals. The red and white discs will be used when Starts are remote from the Race Box.

7.2 **Starting Procedure.** This changes RRS 26. Races shall be started using the following signals at 3 minute intervals. Times shall be taken from the audible sound signals.

Pennant Signal	Pennant 9, blue, yellow or red	1 Sound Signal
Warning Signal	Class or Flight Flag	1 Sound Signal
Preparatory Signal	Flag P	1 Sound Signal
Starting Signal	Flags down	1 Sound Signal

The Pennant Signal shall be lowered immediately after the first Class or Flight Warning Signal is raised

When classes or flights are started at three minute intervals, Flag P shall be left displayed until the last class or flight starts and the Warning Signal for each succeeding class shall be displayed at the same time as the Preparatory Signal for the preceding class or flight.

7.3 **Individual Recall.**Flag X shall be used as defined in RRS 29.1. The Race Officer may hail the Sail Number(s) of the offending dinghy(s).

7.4 **General Recall**. RRS 29.2 is changed as follows. Where there are other classes or flights still to Start, the offending class or flight will start three minutes after the previously scheduled last Start. Otherwise, the next signal will be the class or flight's Preparatory Signal.

7.5 **Starting Penalties.** RRS 30.3 may be applied only after a General Recall. RRS 30.1 and 30.2 will not apply.

7.6 For Pursuit races, 7.2 and 7.4 do not apply – see section 11.

9 FINISHING

9.1 **Finish Line**. This is defined as the line between the YELLOW posts on each bank, except in pursuit races.

Remote blue posts may be used if notified before the race start – see SI 7.2. On the Nottingham bank, this shall be a remote Blue post on the bank, or a buoy incorporating a Blue post close to the bank. On the Club-side bank, a further blue post shall be standing to complete the finish line. A plain blue flag shall also be flown near this post.

9.2 **Time Limit**.

9.2.1 **Long Distance races.** Any dinghy whose elapsed time is more than 45 minutes greater than the elapsed time of the boat in the race which completes the course in the shortest elapsed time shall be scored as DNF. Any Race where no dinghy finishes within 2½ hours will be abandoned. This changes RRS 35.

9.2.2 **Other General Handicap and Class races.** Any dinghy whose elapsed time is more than 30 minutes greater than the elapsed time of the boat in the race which completes the course in the shortest elapsed time shall be scored as DNF. Any Race where no dinghy finishes within two hours, or where no dinghy rounds the first Mark of the Course within 30 minutes of the Starting Signal, will be abandoned. This changes RRS 35.

9.2.3 **Pursuit races** 9.2.1 and 9.2.2 are not applicable.

9.3 **Shorten Course**. Code flag S flown and two sound signals indicate the course will be completed when the leading dinghy in each race next crosses the finish line from either direction. Every other dinghy will complete the course sailed by the leading dinghy in her race. This modifies RRS 32.2(b). Further to this:

(i) if a shortened course is only required for one fleet where there are several races in progress, the S flag will be accompanied by the specific fleet flag.

(ii) in a split fleet race, where the leading dinghies of each flight may be approaching the finish line in different directions, a shortened course indication is only applicable to the leading flight. To indicate this the S flag will be accompanied by the specific flight flag of the leading flight. As all flights must complete the same course, at an appropriate point in the race the shortened course sound signals will be repeated with the relevant flight flag being raised for each subsequent flight.

9.4 **Lapped Boats** After the leading dinghy in any fleet or flight has finished, every other dinghy in that fleet or flight shall finish the next time they cross the finishing line in the same direction as the leading dinghy in that fleet or flight. Times must be recorded in GH races. Boats which have been lapped will be allocated points in sequence behind those which have completed the full course sailed by the leading dinghy.

10. TOUCHING A MARK

10.1 **Re-rounding.** A dinghy touching a mark shall re-round the said mark and when exonerating herself shall keep clear of all other dinghies until she has rounded it completely and has cleared it and is on a proper course to the next mark. A dinghy touching a mark, while continuing to sail the course and until it is obvious that she is

returning to round it completely shall be accorded rights under the Rules of Part 2. This changes RRS 44.1 with respect to RRS 31.

11 PURSUIT RACES

11.1 **Duration.** The duration of pursuit races is approximately 1 hour (1½ hours). Each boat sails for a time in minutes equal to half (three-quarters) it's Starting Number (SN). The SN is calculated by dividing the Class Portsmouth Number by 10 and rounding to the nearest whole number.

11.2 **Starting Procedure.** Flag H will be hoisted with one sound signal approximately 10 minutes before the start of the first Class. Thereafter, sound signals will govern. A single sound signal will be made 3 minutes before the start of the first Class, and then every 30 seconds (45 seconds) until all classes have started. At each sound signal the count on the numerical indicator will be reduced by 1. A boat shall start at the sound signal at which her SN appears on the numerical indicator. Flag H shall be lowered when all classes have started.

The preparatory signal for each class shall be assumed to be 3 minutes before their start.

11.2.1 SI removed.

11.2.2 Any penalties during the pursuit starting sequence shall be taken by the offending boat as soon as possible after its own starting signal.

11.3 **Premature Starters.** RRS 29.1 shall be modified in that flag X will be lowered at the next start signal even if the offending boat has not re-crossed the line. Premature starters may be notified by hailing.

11.4 **Finishing.** At the designated finishing time or as soon as possible thereafter flag P should be hoisted. The timer will show "End" and will automatically make one long sound signal. Each helm should note the identity of the boats next in front and behind with respect to a line at right angles to the centre line of the river at that point, and should record that information on the declaration Sheet.

11.5 **Disputes.** If two or more boats in contention at the finish disagree with their positions recorded by the Race Officer, the Race Officer may take advice from other boats that were racing and decide the positions on the basis of this information. If this procedure fails to resolve the dispute, the boats involved shall all be scored the average of the positions that they would have occupied. If the Race Officer has followed this procedure his decision shall not be subject to protest.

12 PROTESTS

These must be submitted in writing on the official form which is obtainable from the Race Box, and must be handed to a Race Officer within 30 minutes of the race finishing. Protests will be heard as soon as possible after the race involved.

13 DECLARATIONS

Within 20 minutes of the race finishing, each helm shall ensure that the Event sheet in the Clubhouse is either clearly marked to indicate retirement or signed to confirm that the rules were observed in that race. Any helm not complying with this procedure shall be scored as DISQUALIFIED without a hearing.

14 SCORING SYSTEMS

14.1 **Scoring** shall be as provided in Appendix A of the RRS using the Low Points System, except that DNS, OCS, DNF, NSC and RET shall score Number of Boats in the Event (B) plus 1, DSQ and DNE shall score B plus 2 and DNC shall score B plus 3. Three Races shall be scheduled. Each Boat's score shall be the total of its race scores, excluding its worst only if three races are sailed. This changes RRS A2 and A5.

14.3 **Handicap Racing**. The RYA Portsmouth Yardstick Scheme will be used.

14.4 **Portsmouth Numbers** used will be those published in the current RYA Portsmouth Number List, with the exceptions noted in the Club Portsmouth Numbers Exceptions List displayed in the Race Box.
Any new class of boat to the Club will be referred to the Sailing Committee for their consideration. A Number may be allocated which will then be noted in the Club Portsmouth Numbers Exceptions List if required.

15 LOCAL VARIATIONS

15.1 **Anglers**. Dinghies must not sail within 21 feet of the bank near anglers, who rank as obstruction.

15.2 **Large powered boats.** Dinghies must keep clear of large motorized pleasure boats and narrow boats as they are "power vessels constrained by maneuverability"; and rank as an obstruction.

15.3 **Moorings.** Dinghies must not sail within 21 feet of moored boats below the Marina entrance, which rank as an obstruction.

15.4 **Hails at an obstruction.** RRS20.1 is amended to allow any suitable hail in addition to "room to tack".

CA: 02MAY2025

WELCOME TO OUR VISITORS

Food and Refreshments

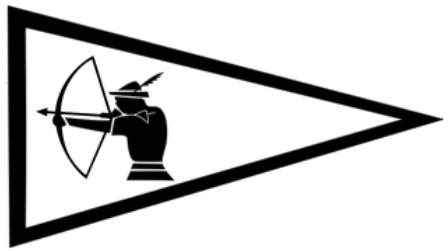
The Tea Bar will be open at Lunchtime serving a variety of snacks and meals, and throughout the afternoon serving light refreshments.

The Licensed Bar will be open at Lunchtime and Late Afternoon.

It is against our Club rules to drink alcohol not purchased on the premises.

The Commodore, Committee and Members of
The Nottingham Sailing Club
hope that you enjoy your visit here

THE NOTTINGHAM SAILING CLUB



Sailing Instructions
for
Open Meetings

2025—2028