

1. All races will be sailed under **RRS 2020 – 2024** unless exception is made in the following instructions.

2. **START and FINISH**

If the boat but not the mast is over the line at the start then there will be no penalty for this and she has complied with rule 29.1 and rule 30.1 if it applies.

A boat finishes when any part of her **mast** crosses the finishing line in the direction of the course from the last mark either for the first time or, if she takes a penalty, after complying with rule 31.2 or rule 44.2.

(The use of the mast is a local rule because the jetty blankets the hulls at close quarters).

3. **START TIMES.**

The times specified in the programme are the times when the starting signal shall be given. For example, for a race starting at 11.00 hours, the warning signal (5 minute signal) will be at 10.55 hours.

3a. Starting sequence will be as prescribed in the rrs 2020-2024. However for normal club handicap racing, flag Z will be used as the handicap class flag and rule 30.2 (20% Penalty Rule) will not apply.

4. The course will be set by the Race Officer and in the case of any doubt the Sailing Secretary or a member of the Sailing Committee should be consulted.

The Race Officer is empowered to reposition any mark during the progress of a race.

5. There will be no official club dinghy racing should the wind be in excess of Force 6 without due consideration of the risks. See also Rule 14 - SAFETY.

6. At least three boats shall qualify as competing in any race otherwise no points will be allocated.

7. **STARTING LINES AND FINISHING LINES**

These will be indicated on the course board.

Where a distance buoy is used as part of the start line then that buoy must be left on the appropriate port or starboard side by a competing yacht, e.g. in adverse tidal conditions and light airs, a yacht crossing the starting line correctly and subsequently being swept back to the wrong side, may not proceed by passing on the wrong side of the distance mark. The classic "draw the imaginary string tight" rule shall always apply.

8. When the jetty forms one end of the starting line it, and anything attached to it, shall become a mark of the course. Should any part of a yacht's hull, crew or equipment accidentally touch any part of the jetty during the one minute period prior to the start, or after starting but before clearing the line of the jetty, she may exonerate herself by completing one 360 degree turn at the first reasonable opportunity .

A yacht may not deliberately check way after the preparatory signal by making fast or holding on to the jetty.

9. **FINISHING TIME LIMIT.** (This amends Rule 35 and A5)

The maximum time period allowed for a dinghy race will be two hours for the leading boat taken from the starting signal unless otherwise stated or displayed on the course board.

Except when otherwise stated or displayed on the course board:

(a) Dinghy Handicap races: Any dinghy which does not finish within 1 hour of the leading boat will be deemed to have retired.

(b) Dinghy Class races: Any dinghy which does not finish within 30 minutes of the leading boat will be deemed to have retired.

10. For ALL club events, all helmsmen, or their representatives, must sign the "entry" sheet before the race. Failure to do so will lead to disqualification.

11. **DECLARATIONS.**

The declaration form must be signed:

(a) For dinghies within 30 minutes of finishing the race,

(b) For cruisers, at the earliest possible time,

Otherwise no points or prize will be awarded and the boat concerned will be disqualified.

12. **PERSONAL BUOYANCY.**

Adequate personal buoyancy (e.g. a buoyancy aid or lifejacket) must be worn at all times by dinghy sailors when racing, and is very strongly recommended to those going afloat under

other circumstances. A wet suit does not qualify as personal buoyancy for the purposes of this rule.

13. LIMIT OF CREW.

This shall normally be as laid down in class rules otherwise specified. Any variation from this (e.g. two up in a Laser, or one up in a two man boat) must be agreed by the Race Officer and other competitors, in advance

14. SAFETY.

The decision as to whether to sail is entirely an individual one for each separate helmsman and crew to make and the Club accepts no responsibility for the consequences of sailing. See RRS Fundamental Rule 4.

If the Race Officer decides against racing, his decision shall be accepted without complaint and as final. This in no way alters the intent of the first part of this paragraph. Subject to rule 76.1

There will on most occasions be a "Safe to Launch Green Flag" unless this is up Adult sailors and crew are advised not to launch . Juniors must not Launch.

15. CLUB POINTS RACES.

Race points will be allocated as follows:

Position:	1st	2nd	3rd	4th	5th	etc
Points:	1	2	3	4	5	etc

Retirement will score points equal to the number of race entrants plus 1.

Non-starters will score points equal to the number of series entrants.

Disqualifications will score points equal to the number of series entrants + 10%.

When a Race Officer officiates over a race which is part of a series in which he is competing, he will score points for that race equal to the average of all his other results (including did not start/retirement/disqualification) in that series.

16. RACES TO COUNT

In normal club series the following will apply: A series will be scored using RRS low points

After 3 races there is 1 discard. Thereafter the races to count = number of races completed divided by 2, adding 1 or rounding up . So in 5 races there would be 3 to count. 8 races - 5 to count, 9 races - 5 to count, 10 races – 6 to count etc.

Open meetings – 3 races or more = 1 discard.

17. ABANDONED RACING.

When it is not feasible to obtain a result safely by shortening the course, the Race Officer shall unhesitatingly abandon any race when conditions deteriorate to a point which he considers dangerous. In conditions of light airs the race, once started, shall normally be permitted to continue until the time limit has elapsed.

18. SHORTEN COURSE.

If the leading boat is unlikely to finish the set course within the time limit, the Race Officer shall shorten course.

The finishing line may be anywhere on the course providing that it is EITHER at right angles to a line from the "shortening course" mark to what would have been the next mark of the course OR at right angles to the course to be sailed to the next mark considering the tidal conditions at that time.

19. These Rules may be altered or added to at the discretion of the Sailing Committee. Any such alterations or additions will be posted on the Club notice board.

20 JUNIOR RULES

Juniors under 16 can use any sail and any boat in a series

21 CHANGE OF SAIL

A sail of a different size may be used during a club race series. The appropriate handicap for that sail will apply for that race. Sails of non class appropriate design may not be used except with approval of the OD and other competitors . This rule may not apply to club open events.

22. **PROTESTS.** These must be handed to the Race Officer in writing on the official protest form accompanied by a £1 deposit within 1 hour of the last boat finishing the race. Protests will be heard as soon as possible. The £1 deposit will pass to Club funds if the protest is found to be frivolous.

In line with RYA rules adviser initiative DYC has adopted the following

RYA RACING BEST PRACTICES - RULES DISPUTES

INTRODUCTION

If an incident on the water in fleet racing is not resolved by a boat taking a penalty (one turn for touching a mark, two turns for breaking a rule of Part 2 of the Racing Rules of Sailing, retiring in other cases), then the normal outcomes are:

- a protest hearing which may result in a disqualification: this appears to be becoming less common
- a boat retires after finishing: this can happen
- nothing happens, because there is no protest, and no retirement: this is becoming too frequent

The RYA understands a reluctance to take matters to protest hearings, but no one in the sport should condone disregard of the rules. The RYA therefore wishes to recommend that clubs should consider adopting:

- (a) an Exoneration Penalty which is less severe than disqualification, and is available after racing for many infringements; and
- (b) An Advisory Hearing and RYA Arbitration, two new quicker ways of resolving disputes.

EXONERATION PENALTY

- a 20% scoring penalty as stated in rule 44.3(c) (except that the minimum penalty is two places)
- it may be accepted after finishing and before the start of any protest hearing
- when it is accepted, a protest committee cannot penalise that boat further over the same incident
- once accepted, it cannot be withdrawn even if a protest committee later decides no rule was broken
- It is available for breaches of the rules of Part 2 (rules 10-22) and of rule 31.1, if a penalty could have been taken

for the infringement at the time of the incident: and for breaking rule 42.

PUTTING THE EXONERATION PENALTY INTO EFFECT

Adopting the Exoneration Penalty does not need either the Advisory Hearing or RYA Arbitration to be adopted, but the Exoneration Penalty is an essential part of RYA Arbitration. It may be decided that making the Exoneration Penalty available for a boat to accept will be sufficient. However, the use of one or both of the two new methods for resolving disputes is recommended, and can be stated to apply in the notice of race and in the sailing instructions. They are:

1. AN ADVISORY HEARING

Its purpose is to discuss incidents with an advisor and resolve them promptly in an informal but positive way, so that competitors understand the rules better. It is available only where there is no related protest or RYA Arbitration.

When an Advisory Hearing is requested, and if all parties agree to attend, an advisor will quickly hear what the parties have to say, decide whether the issues are clear enough without further evidence, and, if so say whether any boat broke a rule, and, if so, which and why. Redress is not available, but a race committee may agree to correct a mistake if it comes to light.

2. RYA ARBITRATION

Its purpose is to decide simpler protests and simpler requests for redress more quickly.

When a protest form is lodged, a boat may request RYA Arbitration, or the protest committee may suggest it. If the boats and a member of the protest committee or race committee agree that RYA Arbitration is suitable because it appears that the facts are likely to be clear, or the issue is not complex and that witnesses may not be essential, a single arbitrator (who may be that member of the protest committee) hears the evidence of the parties and decides whether any boat broke a rule, and, if so, which and why. The arbitrator will then invite a boat that appears to have broken a rule to accept an Exoneration Penalty. When a penalty is accepted, this will conclude the matter. When it is not accepted, the protest hearing will follow. The arbitrator may decide that in fact the matter should be heard as a full protest, but a boat may still accept an Exoneration Penalty before the hearing which will avoid the possibility of disqualification. When redress is offered and accepted, the protest committee or race committee may ask for a full hearing. When it is offered and not accepted, or not offered at all, the boat may proceed with her request at a full hearing before a protest committee.