

TCSC SAILING INSTRUCTIONS FOR CLUB SAILING

SECTION A - GENERAL:

Sailing under the TCSC pennant is controlled by Tewkesbury Cruising and Sailing Club and is subject to club rules, the by-laws and the International Regulations for Preventing Collisions at Sea.

The decision to open or close the water for sailing is the sole responsibility of the duty Officer of the Day (OD), including the decision to start, cancel, postpone or abandon racing. In exceptional circumstances the OD may be relieved of responsibility by an officer of the club taking over the OD role.

The OD or any Officer of the Club (or Instructor/group leader for those under their supervision) may prohibit from going afloat any person or boat they consider to be a risk to themselves or others in the prevailing conditions.

While on the TCSC premises a person under the age of 18 years must at all times be under the responsibility and supervision of a parent or guardian.

Boats not taking part in organised club racing (including organisers of training or other events) are still under the direction of the OD and shall follow any restrictions on time or place of sailing imposed on them. Boats not taking part in the club racing shall make every effort to keep clear of racing boats.

SECTION B - INSTRUCTIONS APPLICABLE TO ALL BOATS, RACING OR NOT:

Safety

The safety of a boat and all persons aboard and her entire management shall be the sole and inescapable responsibility of the person in charge of the boat, whether the helm or otherwise. The Club shall not be liable for any loss, damage, death or personal injury however caused to the owner/competitor, his skipper or crew as a result of their decision to sail or race. Moreover the owner/competitor warrants the suitability of their boat and crew for the prevailing conditions.

Sailors may go afloat on occasions when rescue cover is not available. It is their own responsibility to take appropriate safety measures according to the prevailing conditions.

If the conditions determine, the OD or race officer may fly flag N from the clubhouse, race box or elsewhere on the shore deemed appropriate. No sound signal is required. When flag N is flying, junior or inexperienced sailors may not sail. This does not determine that others are safe to sail or remove the responsibility for each boat and their own safety.

Insurance

All boats must be insured against Third Party risks for a minimum of £2,000,000 and a declaration of compliance is required from all competitors before being allowed to sail.

Personal Buoyancy

Adequate personal buoyancy should be worn at all times when on the water or pontoons. It is the individual's responsibility to determine if personal buoyancy should be worn before sailing. Neither a wet-suit or a dry-suit constitutes adequate buoyancy. Junior and Cadet members **must** wear personal buoyancy at all times when on the water or pontoons.

The OD or race officer may enact Rule 40 (Personal Flotation Devices) by flying flag Y from the clubhouse, race box or elsewhere on the shore deemed appropriate. No sound signal is required, this changes rule 40. When flag Y is flying, all sailors must wear their PFD at all times while afloat.

Meeting other craft

Sailors should be aware for other craft at all times. Sailors should give way to power driven craft, canoes etc. and avoid fishermen's lines.

SECTION C - SAILING INSTRUCTIONS for CLUB RACING

Authority

For the purposes of this rule, the RYA is the National Authority and Tewkesbury Cruising and Sailing Club (TCSC) is the organising authority.

Rules

Racing will take place under the Racing Rules of Sailing 2017-2020 (RRS), the prescriptions of the RYA including the RYA Charter, the appropriate class rules and these sailing instructions. Starting times for the races will be published prior to the start of each series. Changes to instructions will be posted in and/or adjacent to the Clubhouse and/or race box.

Definitions

In accordance with the RRS, unless otherwise changed.

Term	Meaning
Vessel	Any boat or ship
Boat	A sailboat and the crew onboard
Competitor	A person who races or intends to race in the event
Race Committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.

A TCSC Race series is scored as a series longer than a regatta (RRS Appendix A9). To be considered as a 'boat' in a series and scored as one entry, the vessel and competing helm must be the same. If the helm changes, this will be scored as new boat. The crew may be different within a series.

The series is scored as follows:

3 Race series - 2 races to count

4 Race series - 3 races to count

5 Race series - 3 races to count

6 Race series - 4 races to count

Signing on

All entrants must sign on prior to EACH race, on the form in the Clubhouse up to 15 minutes before the start time and thereafter on the form in the race box. It is the responsibility of the helm to sign on and the helm MUST provide the following details as a minimum: Boat Class, Dinghy Sail type, Sail Number and Helm Name. It is at the discretion of the Committee, or any representatives to record the race result within the series scoring of any boat that does not comply with signing on. The helm should check the PY number allocated to their boat. By registering to race, competitors are agreeing to comply with the Rules, in accordance with RRS Rule 3

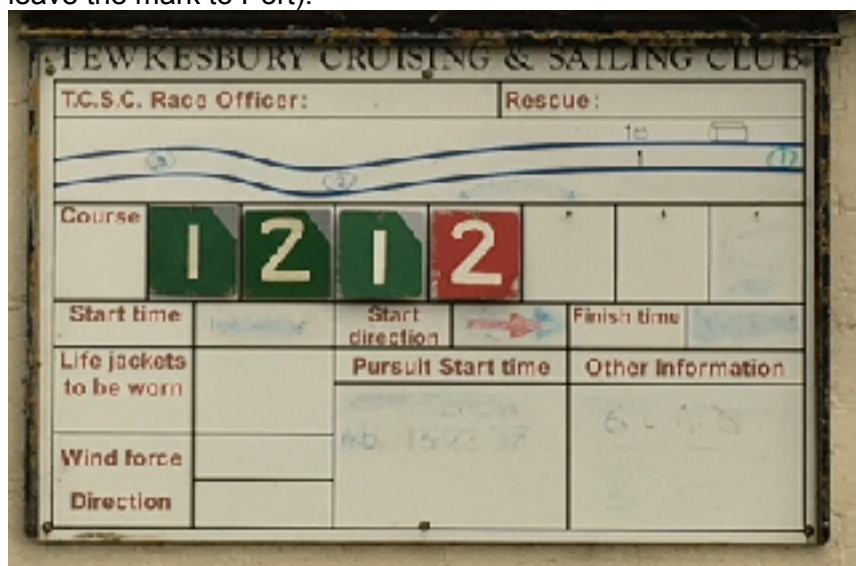
Measurement

All competing boats must comply with their class rules. Competitors may be required to produce a valid certificate of measurement or otherwise demonstrate that their boat and equipment is in class before a race result is awarded.

Courses and Marks

The course will be displayed on the course board in front of the race box.

The marks used shall be the club marks placed by the race team at the start of every racing day. These are normally positioned numerically with mark 1 furthest downstream. Numbered discs on the course board will be used to describe the order and direction of mark rounding (Green discs, top right corner cropped, see picture, - leave the mark to Starboard; Red discs leave the mark to Port).



Change of Course

The race officer may move a course mark during a race, only when all competitors have rounded the said mark the same number of times. Flag C must be flown and a sound signal must be made. This changes RRS rule 33.

Race Duration

For handicap and class races, the number of laps to be sailed will be displayed on the course board. A lap is completed as the boat has sailed the course and passes the nominated finish line.

A handicap or class race may be shortened so that the boats finish having completed the course in accordance with the lead boat.

If the number of laps is not displayed on the course board, the race shall continue until shortened.

To shorten a race, the race officer must make two sound signals. The boats will finish the next time they cross the line in the same direction as the lead boat. This changes Rule 32.

Average lap times may be applied if boats have been lapped during the race.

For Pursuit races, the race duration shall be displayed on the course board. The finish shall be by one long sound signal.

Capsize

In the event of a capsize, outside help from the safety boat is permitted to assist the crew back into the boat and to help right the boat if it inverts. The competitor may not gain a significant advantage in the race from such assistance. This changes RRS Rule 41.

Starts

The start line will be between the mast on the race box and the post on the shore in front of the box.

The starting procedure will be in accordance with RRS Rule 26. Subsequent class starts will be at times displayed at the race box, if different from the sailing programme.

The Cruiser race starts will be subject to a 10 minute start window. All boats must cross the start line within the start period. Any boat who crosses the start line after the end of the window will be given a start time of the closing of the window. Times will be calculated from the time that the boat crosses the line.

Handicapping System

Dinghies will be scored using the Portsmouth Yardstick handicap. These will be the latest PY numbers available from the RYA. Local PY numbers will not be used.

Additional scoring using personal handicaps may be used at the discretion of the Sailing Committee. These will be used as an additional scoring system and not as a replacement for PY scoring.

Cruisers will be scored using TCSC local handicap numbers. These may be viewed in the Race Officers Handbook or the Clubhouse. Changes may be made at the discretion of the Sailing Committee.

Scoring

Appendix A9 applies:

RACE SCORES IN A SERIES LONGER THAN A REGATTA

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not start (DNS), did not finish (DNF), or retired (RTD) shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area (DNC) shall be scored points for number of boats in the series plus 1.

TCSC SI's Addendum 1: Leading Legs

The Race Officer may choose to require racing boats to complete a number of legs before sailing the repeated Course.

In such cases, the Race Officer will denote this on the course board by setting the leading legs, then leaving a space before setting the repeatable course. An example is provided below:



If no space is shown, the whole course as shown on the board is repeatable. An example is provided below:



Recording of Results

Race data may be published on the Clubhouse noticeboard, the TCSC website and may be made available to RYA and publications such as 'Sailwave.com'. The Sailing Secretary will use the name or pseudonym provided by the Helm.