



**1885**

# **TAMESIS CLUB**

**Trowlock Way, Teddington, TW11 9QY**

**+44 208 977 3589**

**<http://www.tamesisclub.co.uk/>**

## **SAILING INSTRUCTIONS**

**May 2022**

# SAILING INSTRUCTIONS

## 1 RULES Racing will be governed by:

- 1.1 The rules defined in the current Racing Rules of Sailing (RRS) and the prescriptions of the Royal Yachting Association (RYA);
- 1.2 The following rules are changed: RRS 26, RRS 29.1, 29.2, 35, 44.1, 62.1(a), 63.1, Appendices A & P, and Race Signals.
- 1.3 Each class will race in accordance with a handicap and/or points system of which details will be available from the class captains. For general handicap or pursuit races, handicaps will be posted in advance of a race by a Club handicapper;
- 1.4 The Post-Race Penalty, Advisory Hearing and RYA Arbitration in the RYA Rules Disputes procedures shall apply (<https://www.rya.org.uk/racing/rules/rules-disputes>). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed;

## 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board inside the Clubhouse.

## 3 CHANGES TO SAILING INSTRUCTIONS

Will be posted at least 30 minutes before the start of the race concerned; Flag L may be displayed ashore until the start of the last race to which the change applies.

## 4 SIGNALS MADE ASHORE

Will be displayed on a mast near the starting box in use.

## 5 SCHEDULE OF RACES

**For Club races** please see the Club Sailing Programme on the Club web site. The first warning signal for Sunday races will normally be at 10:25, and for Thursday evening races, 19:10. Alternatively a schedule of races will be stated in a Regatta poster, or a Trophy Race poster

**For an Open Meeting or Special Event** please see the **Notice of Race** or **Regatta Poster**.

## 6 CLASS FLAGS

Class	IC letter/no	Flag	Class	IC letter	Flag
Merlin Rocket	O		Firefly/ Solo	F	
Laser	8		Handicap	G	
N 18	R		Topper	T	
Enterprise	E				

## 7 RACING AREA








Between Teddington Weir and Kingston Railway Bridge on the River Thames.

## 8 THE COURSES (see Annex A)

Course letters followed by the number of laps, will be displayed on the starting box. A diagram may be displayed for non-standard courses (Course X).

## 9 MARKS

Course marks are laid according to conditions. The “*likely location*” is only an indication. The marks will normally be pole buoys each with a flag, but other buoys may be deployed in which case a description will be shown on a board at the start box.

Mark	Likely Location	IC letter	flag
Lensbury	<i>Downstream of Clubhouse</i>	J	
Canbury	<i>Upstream of Clubhouse</i>	X	
Cadet	<i>Vicinity of Clubhouse, Surrey bank, or upstream of Steven’s Eyot</i>	Y	
Club	<i>Vicinity of Clubhouse near Middlesex bank</i>	Tamesis Club Flag	
Optimist	<i>Vicinity of Trowlock Island (Surrey bank)</i>	Q	
Trowlock	<i>Vicinity of Trowlock Island (Middlesex bank)</i>	M	
Inner Distance Mark IDM	<i>On or near the Start Line, approx. 10 metres off Middlesex bank</i>	L	

## 10 AREAS THAT ARE OBSTRUCTIONS

There are no areas ranked as obstructions, but a boat shall not pass between Steven’s Eyot (the island immediately upstream of Tamesis Club) and the Surrey bank.

## 11 THE START

11.1 **Races** will be started by using RRS 26 with the warning hooter signal made 5 minutes before the starting signal.

Exceptionally, for Thursday evening Club races, there will only be the following signals for the N18 class start: Flag R up at 19:16 (one-minute), and Flag R down (start) at 19:17. This changes RRS 26.

## 11.2 Starting Lines

11.2.1 **The line in use** will be shown by an orange flag on a transit pole near the appropriate starting box, which is either:

**The (Gold)Smithy** (Starting box near Surbiton High School boathouse) – the transit of a St Andrew’s cross and a triangle, each mounted on a vertical spar behind the starting box.

**The Clubhouse box** (on the roof) – the transit of a St Andrew’s cross and a triangle, each mounted on a vertical spar behind the starting box.

**An Inner Distance Mark** (IDM, Flag 'L') will be laid on or near the line. A boat shall pass between the IDM and the Surrey bank when starting. After the race start, the IDM ceases to be a mark of the course.

11.2.3 A boat which has not started within 15 minutes after her starting signal shall be scored DNS without a hearing. This changes RRS A5.

### 11.2.4 Individual Recalls

**-for Club races:** individual recalls will be signalled by leaving the class flag at half drop and making a hooter sound signal. This changes RRS Race Signals and RRS 29.1.

**-for open meetings** flag X with a hooter sound will be used according to RRS Race Signals.

### 11.2.5 General Recalls

**-for Club races,** after a general recall during a series of starts, the recalled class will be restarted **at the end** of the start sequence. The warning signal for the first recalled class will be displayed at the starting signal for the last scheduled start. When more than one class is recalled, restarts will be in the same order as the original sequence and at five-minute intervals. This changes RRS 29.2.

**-for open meetings** RRS 29.2 will apply (all following starts delayed for a re-start after a general recall)

## 12 THE FINISH

The finishing line will be designated with a blue flag. The line will not be limited by an IDM. Boats finishing will be notified with an alert sound.

Once the leading boat has finished, all other boats in her class will finish when they next cross the finishing line in the same direction as the leading boat. Lapped boats will have finishing positions behind boats which completed the same number of laps as the leader.

It is preferable to finish races in the same direction as the start. (NB. For pursuit races there is no finish line requiring a blue flag).

## 13 SHORTENING COURSE

A course will normally be shortened only at the start/finish line unless the Race Officer (RO) decides otherwise.

**-for all class racing including open meetings:** A shorten course signal (flag ‘S’ plus class flag) with 2 hooter sounds will be displayed when the leading boat in a class has rounded what has become the last mark of the course, or when the leading boat comes into sight of the finishing line after rounding that mark. When flag ‘S’ is already displayed for a previous class, the shorten course signal for the next class to finish will be the display of the class flag accompanied by 2 hooter sounds.

*This changes RRS race signals.*

**-for handicap races:** All boats will be finished when they cross the line after flag ‘S’ has been displayed with 2 hooter sounds with the handicap class flag displayed. Places will be awarded on corrected average lap times.

## **14 PENALTY SYSTEM**

**14.1 Touching a mark** - RRS 44.1 (penalty turns) will apply except during starts.

- A boat may exonerate herself from an infringement of RRS 31 (touching a starting mark after the preparatory signal) - by rounding it as soon as possible after her starting signal and then starting;
- In the situation where a boat is unaware of having infringed RRS 31 and is subsequently protested, she may take a Post-Race Penalty – see SI 1.4.

### **14.4 Propulsion - RRS Appendix P – RRS 42**

RRS Appendix P1-4 is replaced by P1-P2-P3 below:

**P1 Signalling a penalty:** An observer designated by the RO who sees a boat breaking RRS 42 may penalise her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer racing. A boat so penalised shall not be penalised a second time under RRS 42 for the same incident.

**P2 Penalties:** When a boat is penalised under rule P1 her penalty shall be a two-turns penalty (RRS 44.2). If she fails to take it she shall be disqualified without a hearing - this changes RRS 63.1.

**P3 Redress limitation:** A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

This measure does not prejudice a competitor’s own right to protest a fellow competitor for breaking RRS 42.

## **15 TIME LIMITS AND TARGET TIMES**

### **15.1 Time limits**

15.1.1 If a time limit is to be used a notice will be posted at least 30 minutes before the start of the race concerned.

15.1.2 Only boats finishing within a time limit will have a finishing position. This changes RRS 35.

### **15.2 Target times – Club races**

The target time for a leading boat is 30 minutes racing in a Club Sunday Blue Series races, 45-60 minutes in Club Sunday White Series races, and 60 minutes in a Club points race on a Thursday evening. Failure to meet a target time will not be grounds for redress. This changes RRS 62.1(a).

## **16 PROTESTS AND REQUESTS FOR REDRESS**

If a racing incident has not been exonerated by a boat taking a two-turns penalty, the helms and crews of the boats involved may seek an Advisory Hearing from a nominated Club rules adviser, they may seek RYA Arbitration or submit a formal protest.

Requests for RYA Arbitration and protests should be submitted on an RYA protest form and must be presented to the RO no later than 30 minutes after the last boat finishes the race concerned. Protests will be heard as soon as possible.

## 17 SCORING

### **-In Club points races:**

- the number of races scheduled shall be as shown on the Club programme.
- RRS A5.3 will apply, rule A5.2 is changed so that a boat that came to the starting area but did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points one more than the number of boats entered in the series. This amends RRS A5 and A9.
- the number of races to count in a series will be half those completed, rounded up to the next whole number; except that a class captain with the approval of the Sailing Committee, may post a revised number on the notice board before the first race of the series. A helm's worst scores for races in excess of the number of races to count will be excluded. This amends RRS A2.1.
- points will be gained by a helm in a single boat. If a helm changes boats, the points will stay with the helm and not the boat. Only one boat change is allowed per series, however, for no more than one period during the series, if the boat sailed first in the series sustains damage that requires repair and a substitute boat is raced while repairs take place then subsequent reversion to the repaired boat for the remainder of the series will not count as another change of boat. Unlimited changes of Club-owned boats of the same class will be permitted.

**-at open meetings:** scoring will use RRS Appendix A except where otherwise indicated on the Notice of Race. This amends RRS Appendix A.

## 18 SAFETY REGULATIONS

### Personal Buoyancy

RRS 40 is changed so that personal flotation devices must also be worn:

- by all competitors between 1st October and 31st March;
- by all persons under 18 years whilst afloat at any time;

Attention is drawn to RRS 1.2 (Life-Saving Equipment and Personal Flotation Devices).

The above shall apply to the National 18 class notwithstanding class rule C3.

## 19 PRIZES

- 19.1 For Club aggregate and handicap series - the number of prizes shall be the square root of the number of helms who have sailed at least the number of races to count (see 17 Scoring) in the series, rounded up to the next whole number.
- 19.2 For Club trophy races, open meetings and regattas - the number of prizes shall be the square root of the number of entries, rounded up to the next whole number.

## **20 RISK STATEMENT**

Rule 3 of the RRS states: *“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”*

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in racing at Tamesis, each competitor agrees and acknowledges that:

- 20.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- 20.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 20.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 20.4 Their boat is in good order, equipped to sail in the event and they are fit to participate;
- 20.5 The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- 20.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 20.7 It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
- 20.8 Their boat is adequately insured against third party claims.
- 20.9 A skipper undertakes to inform his/her crew of the contents of this risk statement and to draw the crew’s attention to the importance of every person having appropriate personal insurance having regard for their individual circumstances.

## **21 INSPECTIONS**

The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in any Notice of Race issued by Tamesis Club.

Marcus Chavasse

Rear Commodore (Sailing)

17th May 2022

## Annex A to Tamesis Standard Sailing Instructions from 2022

### TAMESIS CLUB COURSES

The Course letter(s) and number of laps to be sailed will be displayed on the riverside face of the starting box in use.

For courses K & L there will also be a Red Triangle = round marks to PORT,  
or a Green Diamond = round marks to STARBOARD.

- K Downstream to LENSBURY, to CANBURY, to starting line
- L Upstream to CANBURY to LENSBURY to starting line
- M Downstream to LENSBURY (S) - CADET(S) - CLUB (P) - CANBURY (P).
- O Downstream to LENSBURY (P) - CLUB (P), - CADET (S), - CANBURY (S).
- P Upstream to CANBURY (P) - LENSBURY (S) - CADET (S) - CLUB (P).
- S Upstream to CANBURY (S) - LENSBURY (P) - CLUB (P) - CADET (S).
- MX Downstream to LENSBURY (S) - OPTIMIST (S)- TROWLOCK (P) - CADET (S) - CLUB (P) - CANBURY (P).
- OX Downstream to LENSBURY (P) - TROWLOCK (P) - OPTIMIST (S) – CLUB (P) - CADET (S) - CANBURY (S).
- PX Upstream to CANBURY (P) - LENSBURY (S) - OPTIMIST (S) - TROWLOCK (P) - CADET (S) - CLUB (P).
- SX Upstream to CANBURY (S) - LENSBURY (P) - TROWLOCK (P) - OPTIMIST (S) - CLUB (P) - CADET (S).
- X Special course. Details will be displayed at the starting line or in the Clubhouse.