



3 PSC SAILING INSTRUCTIONS FOR CLUB RACES

Rules - Racing shall take place under the **RACING RULES OF SAILING 2005-2008**, including the Racing Charter with protests and type 1 Advisory hearings (see below) of the Charter, and these sailing instructions.

Personal buoyancy - all helms and crews whilst afloat shall wear effective personal buoyancy. Neither a wet suit nor a dry-suit constitutes adequate personal buoyancy.

Boat buoyancy - The helm shall ensure that the dinghy they sail shall have sufficient positive buoyancy adequately secured so as to be able to support, the helm, the crew and the dinghy when waterlogged.

Handicap scheme - The “Corrected Average Lap Time” - CALT - using the RYA Portsmouth Yardstick Numbers, as set out in the “Dinghy Racing Handicap Scheme” in the Priory Sailing Club’s Race Officers Guide, will be used for all mixed class races.

Briefing - The Race Officer will give a briefing before the race to explain the start, course and finish details on a plan of the lake similar to the one attached. Competitors should note the obstructions. In addition to the permanent marks 1 to 12, N and S, the Race Officer may use temporary marks.

Starting procedure The starting signals of rule 26 will be used, but for shore based transit starts these will be preceded with a pre-warning signal, to give the following procedure: -

Pre-warning	10 minutes before start	Half raise	Flag No.1,	2 long blast on the horn
Warning	5 minutes before start	Fully raise	Flag No.1,	1 blast on the horn
Preparatory	4 minutes before start	Fully raise	Flag P,	1 blast on the horn
1 Minute	1 minutes before start	Fully lower	Flag P,	1 long blast on the horn
Starting	Start	Fully lower	Flag No.1,	1 blast on the horn

The timing of the start sequence begins at the warning signal. The pre-warning signal is to enable sailors to get onto the water in time. For more information see “Stop watch starting sequence for club races” and “PSC Transit Board” in the Priory Sailing Club’s Race Officers Guide.

Penalties - Starting penalties of rule 30 shall not apply. Penalties after the start shall be in accordance with rules 31, 44.1 and 44.2, which are one turn including one tack and one gybe for touching a buoy and two turns in the same direction including two tacks and two gybes for touching a boat, or a boat and a buoy in the same incident.

Scoring - Scoring will be in accordance with Appendix A and the “low-point scoring system” of rule A4.1 for competing dinghies. Please use the abbreviations for scoring records given in rule A11. The number of races to count in a series is given in the Basic Factors for Club Races in the Priory Sailing Club’s Race Officers Guide, and in the Club’s relevant calendar. Where a tie in a series is not broken by the conditions set out in rule A8.1 then A8.2 will not be used, but instead discarded results in the series will be taken into account, irrespective of whether the tied boats were in the same race. If the tie still remains then the tied boats will share the same position and any awards and prizes due.

Protests and Advisory Hearings – Either a Protest or a request for an Advisory Hearing may be made to the duty race officer. **Protests** should comply with Part 5 Section A and be made to the duty race officer. He should try to resolve the protest in accordance with Part 5 Sections B and C immediately after the race has finished. If he is unable to do this because of technicalities or lack of time he should refer the protest to the protest committee. The protest committee shall be any two or more members from the Racing Protest Committee listed below. If a protest committee is not present the protest should be sent to them. The race results should not be calculated until after the protest has been resolved.

Advisory Hearings are an alternative to making a protest for those who think they may have been involved in an incident that violated a race rule, or they would like advice on a potential incident, in either case without the consequence of invoking a penalty on the other party or themselves. A request for advice can be made orally, or in writing with diagrams describing the incident, to the duty race officer, who may be able to answer the query, or call upon any one or more of the members of the Racing Protest Committee present, or experienced sailors, to give the advice. If this is not possible because of technicalities or lack of time, a request in writing with diagrams describing



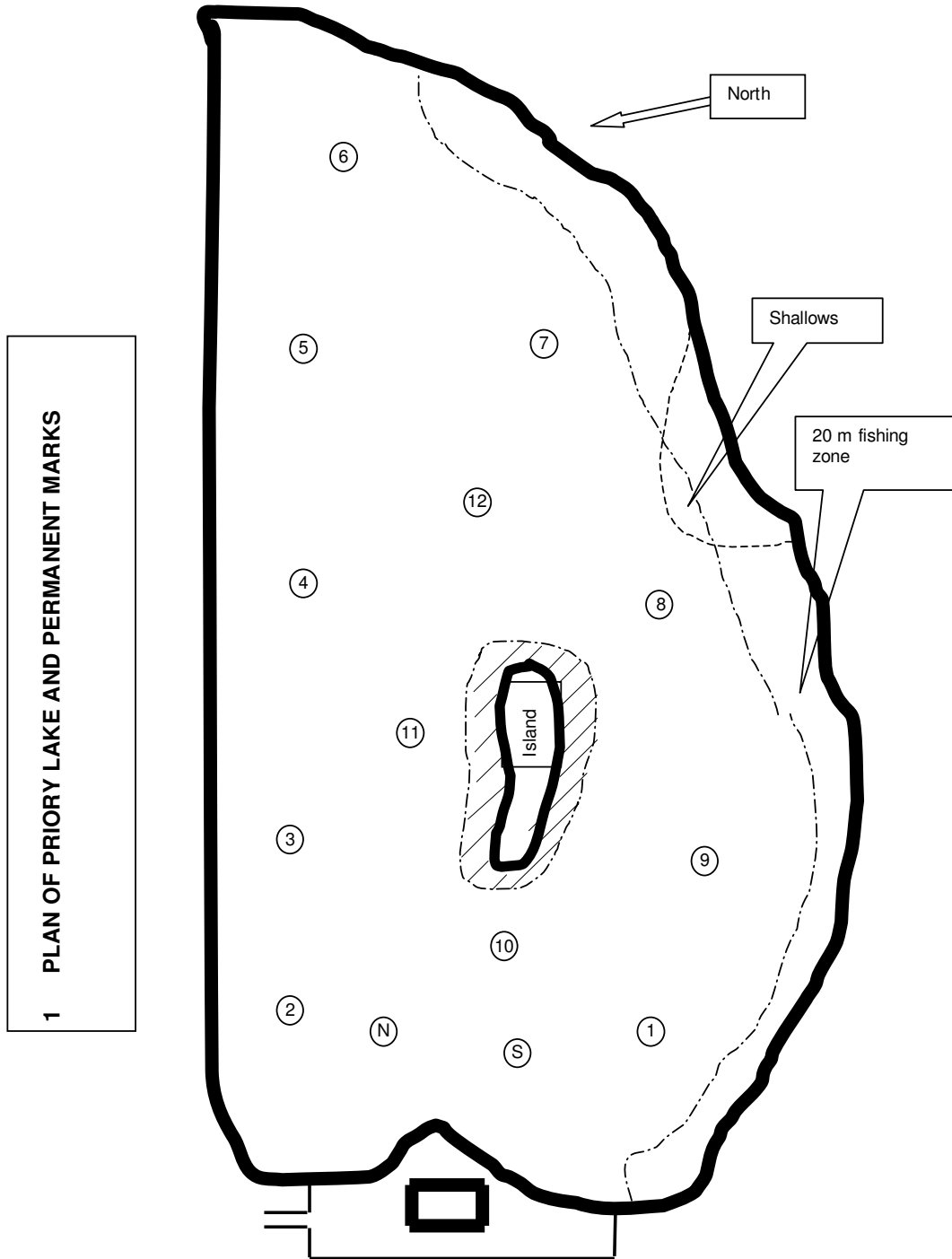
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the incident can be passed to any one of the Racing Protest Committee for their opinion. The advice should be given as soon as possible and a record of the incident and the advice given should be made in the Racing Charter and Advisory Hearing Record book for future reference.

Racing Protest Committee -

Name	Telephone / e-mail
Sue Barker	01933 412083
Peter Barton	01234 871237
Roy Beard	01234 400934 beardsbarn@hotmail.com
Tony Ogborn	01234 708010

Name	Telephone / e-mail
Paul Sharrock	012343080701 spsharrock@iee.org
Graeme Tumber	01234 381466
Paul Williams	01234 325449 Paul.Williams@onthenet.com



- Permanent Marks numbered 1 to 12, N and S.
- Temporary Marks may be used at the Race Officer's discretion, which will be explained at the race briefing.
- Buoys mark the no go area around the island, shown hatched. A 20m strip from the south shore, not marked, is restricted to fishing and should be avoided.
- Obstructions are the no go area around the island, fishing tackle, 20m from the south shore, reed beds and all other shorelines