

Royal Thames Yacht Club

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Inshore Regatta Series 2008

for Solent Level Racing Classes

for the

Royal Thames David Diehl Trophy

24th-25th May and 5th, 6th-7th September 2008.

(Regatta 2 of the series, 7th-8th June, is match racing for which separate Sailing Instructions apply)

Including Amendment No 1- September Regatta schedule – see SI 6.2

COMMODORE

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SAILING SECRETARY

Jonathan Beeston

PRINCIPAL RACE OFFICER

Jack Edwards (May)

Doug Harckham (September)

All times in this programme are BST.

SAILING INSTRUCTIONS

EXTRACT FROM NOTICE OF RACE

6. RESPONSIBILITY

- 6.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 6.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By leaving her mooring or, in the event of a crew change, by coming to the starting area the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.
- 6.3 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury however it may have been caused, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters.

Useful numbers: VTS Southampton: 0238033 0022; Cowes Harbour Master 01983 293952; HM Coastguard 0239255 2100; RTYC CSO 07903 733888;
VHF VTS Southampton Ch12; Cowes Harbour Radio (ship movements in Cowes) Ch 69; Solent Coastguard Ch 67;

1 Rules

- 1.1 The regatta will be governed by 'the rules' as described in the Notice of Race previously issued, except as any of these are changed by these Sailing Instructions, and by these Sailing Instructions. In the event of conflict the Sailing Instructions shall prevail. This changes rule 63.7.

2 Entries

- 2.1 Entries must have been lodged with the Royal Thames Yacht Club, 60 Knightsbridge before a yacht ranks as a starter.

3 Notices to Competitors and Changes to Sailing Instructions

- 3.1 Will be sent by email to the person and email address specified on the entry form.
- 3.2 After the Friday before the regatta changes to the Sailing Instructions may be made orally and broadcast on VHF72 before the warning signal of the first race to which the change will apply.
- 3.3 If there has been a change to the Sailing Instructions, the main committee boat will display flag L over the numeral pennant denoting the number of the latest change until after the start of the first race to which that change applies. Boats that have not received all changes up to and including that number should contact the main committee boat on VHF 72. The main committee boat call sign is Thames Control.

4 Signals Made Ashore

4.1 Signals will not be made ashore.

5. Committee Boat - Location of Start

5.1 Beginning at 0915 each morning the main committee will broadcast on VHF 72 the intended location of the start and a description of the boat being used as main committee. The race committee call sign is Thames Control.

6 Schedule of Races

6.1 Races on 24th/ 25th May are scheduled as follows:

Race 1 First start not before 1000

(windward/
leeward)

Race 2 Start as soon as practicable after the finish of the last boat in race 1, or the expiry of the time limit for race 1, whichever is the earlier.

(windward/
leeward)

Race 3 Start as soon as practicable after the finish of the last boat in race 2, or the expiry of the time limit for race 2, whichever is the earlier.

(windward/
leeward)

Race 4 Start as soon as practicable after the finish of the last boat in race 3, or the expiry of the time limit for race 3, whichever is the earlier.

(windward/
leeward)

Race 5 First start not before 1000 Sunday.

(windward/
leeward)

Race 6 Start as soon as practicable after the finish of the last boat in race 5, or the expiry of the time limit for race 5, whichever is the earlier.

(windward/
leeward)

Race 7 Start as soon as practicable after the finish of the last boat in race 6, or the expiry of the time limit for race 6, whichever is the earlier.

(windward/
leeward)

Race 8 Start as soon as practicable after the finish of the last boat in race 7, or the expiry of the time limit for race 7, whichever is the earlier.

(windward/
leeward)

6.2 A separate race schedule will be issued for the longer weekend of 5th, 6th and 7th September 2008. (Amendment 1 follows, issued 1st September 2008).

6.3 Friday 5th September:

Two windward/ leeward races, first warning signal 1400.

Saturday 6th September.

Up to 4 races: First warning signal 1000. 2 x windward/ leeward and 2 x Navigators' Races, not necessarily in that order. The latter will use a selection of the Solent racing marks listed in Appendix A. Flag A will be displayed before the warning signal for these races. The finish area may be different from the start area. See SI 14.1.

Sunday 7th September.

First warning signal 1000. Up to 4 x windward/ leeward races.

7 Class Flags

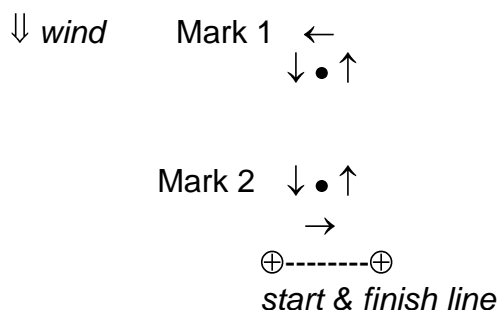
- 7.1** The class flag (warning signal) will be IC flag Romeo, IC numeral pennant 1 or IC numeral pennant 2, depending on the number of entries. To assist with identification, yachts shall display their class flag on the backstay. Infringement of this SI shall not be grounds for a boat v boat protest. This changes rule 60.
- 7.2** If there are sufficient entries, the race committee may decide to split the fleet on the basis of loa. In such a case, Class 1 will be for longer boats, class 2 for shorter boats. Yachts will be advised on VHF 72 of the class in which they should race.

8 Racing Area

- 8.1** The racing area will be in The Solent between Sowley in the west and The Forts in the east. Notwithstanding these limits, it is the intention of the race committee to set the course as near to the Central Solent area as is practicable.

9 The Course – Windward/ Leeward Races

- 9.1** The course for windward/ leeward races will have Mark 1 the windward mark and Mark 2 the leeward mark, with a downwind finish. If there are two classes, Mark 1 may not be the same for each class, but Mark 2 and the finish will be common to each class.
- 9.2** The diagram below (not to scale) shows a typical course, the order in which marks are to be rounded, and the side on which each mark is to be left. Marks may be lifted, shifted or if no longer part of the course removed during the race. The finishing line may be shorter than the starting line. The extra mark (SI 9.6) is not shown.



- 9.3** The course to be sailed after starting shall consist of Mark 1, Mark 2, Mark 1, finish line (note that the leeward mark is not a mark of the course on the final run). Marks shall be left to port. Mark 1 and Mark 2 must be rounded (but see 9.4 to 9.8)
- 9.4** If Naval Numeral 3 (blue with red stripe) is displayed at or before the Warning Signal the course to be sailed after starting shall consist of Mark 1, Mark 2, Mark 1, Mark 2, Mark 1, finish line (i.e. 3 rounds). Marks shall be left to port. Mark 1 and Mark 2 must be rounded (but see 9.5 to 9.8).
- 9.5** If Naval Numeral 4 (red with white X cross) is displayed at the Warning Signal the course to be sailed after starting shall consist of Mark 1, Mark 2, Mark 1, Mark 2, Mark 1, Mark 2, Mark 1, finish line (i.e. 4 rounds). Marks shall be left to port. Mark 1 and Mark 2 must be rounded (but see 9.6 to 9.8).

- 9.6** If Flag J is displayed at or before the warning signal, an extra mark will be laid. The purpose of the extra mark is to correct the direction of either the run or the beat for the effects of cross-tide. If J over numeral 1 is displayed the extra mark will be near Mark 1. If J over numeral 2 is displayed the extra mark will be near Mark 2. The extra mark shall be rounded after rounding Mark 1 and before rounding Mark 2 or finishing.
- 9.7** If Flag G is displayed at or before the warning signal, Mark 2 will be laid as a gate and will consist of two buoys approximately 50 yards apart. Boats shall pass between the marks, then round one of them either to port or starboard without again passing between them until they have again rounded Mark 1.
- 9.8** Deleted for the September Regatta.

10 Marks

- 10.1** Marks 1 and 2 and the extra mark, if laid, will be orange or black inflatable marks with the letters RTYC or Royal Thames Yacht Club thereon. The description of the marks and the approximate bearing and distance of Mark 1 from approximately the middle of the start line will be broadcast on VHF 72 at or before the Warning signal of each race. Marks 1 and 2 and the extra mark may be laid after the start.

11 The Start, General Recalls, Individual Recalls, Broadcast of sail numbers.

- 11.1** Races will be started in accordance with rule 26. Times shall be taken from the visual signals: the failure of a sound signal shall be disregarded.

<i>Time to Start</i>	<i>Meaning</i>	<i>Signal</i>
5 minutes	Warning	Flag R or IC Numeral 1 or 2 displayed, 1 sound
4 minutes	Preparatory	Flag P, I, Z, Z-I, or black flag, 1 sound
1 minute	One minute	Preparatory flag(s) removed, 1 long sound
0 minutes	Start	Flag R, IC Numeral 1 or 2 removed, 1 sound

- 11.2** The starting line will be between a staff or mast displaying an orange flag on the main committee vessel at one end and the course side of an orange inflatable mark (the Outer Distance mark - ODM) at the other end.
- 11.3** One or more marks may be laid close to the main committee vessel to act as protection for the main committee vessel. If such a mark is laid, boats shall at no time pass between the protection mark(s) and the main committee vessel. The area between the protection mark(s) and the main committee vessel shall not be regarded as an obstruction for the purposes of rule 18.
- 11.4** A boat shall not make a valid start later than four minutes after her starting signal.
- 11.5** In the event of an Individual Recall, the sail numbers of boats OCS and still in breach of rule 29.1 or 30.1 if it applies may be announced on VHF 72. Sail numbers will not be announced until they have been verified by the race committee and the broadcast may not be immediate. The existence or otherwise and the

timing and conduct of such a broadcast shall not be grounds for redress and nothing in this Sailing Instruction shall reduce the responsibility of a boat to comply with rules 29.1, 29.2 and 30.1 if it applies.

11.6 If there are two classes, the starting signal for class 1 will normally be the warning signal for class 2. If there is a general recall, the class recalled will start as soon as is practicable after the next class scheduled to start in that race.

12 Attention Signal – Flag F

12.1 Flag F when displayed with one sound signal means ‘the warning signal will follow in 5 minutes’. Flag F will be removed with one sound signal one minute before the warning signal. Note that if AP is displayed, Flag F is displayed while AP is displayed, and the two removed together with one sound signal.

13 Change of Course after the Start

13.1 A change of course after the start will be signalled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration without further signals.

13.2 The course may be changed either by moving a mark or by replacing it. The change of course and the description of the operative mark will be broadcast on VHF Ch72. No visual signals will be used. This changes rule 33.

14 The Finish

14.1 Unless the course is shortened in accordance with rule 32 or SI 14.2 the finishing line will be between a staff or mast displaying an orange flag or shape on the main committee boat at one end and the start line ODM at the other end. Note that the finishing line may be shorter than the original starting line. In the Navigators’ Races, the finish line may be between a staff or mast displaying an orange flag or shape on the main committee boat at one end and a nearby racing mark at the other end and designated as ‘finish at...’ in the course announcement.

14.2 If the race is shortened at the leeward gate, the finishing line shall be between the two buoys forming the gate. This changes Race Signals.

14.3 If the protection mark described in 11.3 is used, 11.3 shall apply at the finish.

15 Penalty System

15.1 Rule 44.1 is changed such that the penalty shall be a turn which shall include one gybe and one tack. A scoring penalty of 2 places may be taken instead of the turn penalty provided the boat taking the penalty acts in accordance with rule 44.3. The penalty shall be applied in accordance with rule 44.3(c).

15.2 If the boat may have broken a rule of Part 2 within the two lengths zone of a windward mark the penalty in 15.1 is changed to either a double turn (2 tacks and 2 gybes) or a scoring penalty of 4 places.

16 Time Limit

16.1 The time limit for the first boat to finish in each race shall be 90 minutes. The time limit for all other boats shall be 15 minutes after the first valid finisher. Once one boat has finished the race committee will announce on VHF 72 the time at which the first boat finished. Boats failing to finish within their time limit will be scored as for a place one more than the last valid finisher. This changes rule 35.

16.2 A race will not be started if in the opinion of the Race Committee it is unlikely to be completed before 1700 on Saturday, and 1500 on Sunday.

17 Protests and Arbitration

17.1 Boats intending to protest shall inform the main committee boat by VHF Ch 72 or by hail as soon as possible after they finish the race concerned, and in no case later than 10 minutes after the finish of the last boat in the race. The information shall include the identity of all yachts being protested. The purpose of this SI is to give warning to the race committee that a protest hearing and committee will be needed. Failure to comply shall not invalidate a protest, but it may result in the hearing being held other than as set out below.

17.2 Protests shall be written on the forms prescribed by the National Authority and delivered to the race committee before 1700 or within two hours after the time of the last boat's finish of the last race of the day, whichever is later.

17.3 Protests will be heard in the Royal London Yacht Club, Cowes in approximately the order of receipt beginning as soon as possible on the day of the race. The penalty after a hearing shall be at least a scoring penalty of 50%.

17.4. An arbitrator will be available after racing on Saturday and Sunday to adjudicate on protests. Both parties must agree to be bound by the arbitrator's decision before the arbitration hearing begins. The arbitrator may vary the requirements of rule 63, and may at any time adjourn the arbitration hearing to a full protest hearing under rule 63. The maximum penalty after an arbitration hearing shall be a scoring penalty of 50%. This changes rules 63 and 64.

18. Scoring System

18.1 The Low Point System as provided in RRS Appendix A shall apply save that there shall be no excluded worst score: all races sailed shall count. This changes A2. Points shall be awarded for each race in each regatta in accordance with Appendix A to determine the result of the regatta. The overall result in the regatta shall be used in awarding points for the David Diehl Trophy series. Thus the lowest-scoring boat in the regatta shall score one series point, the next two series points and so on. There shall be no excluded worst score for the series.

18.2 A series tie will be determined in favour of the boat that scored better than the other boat in more regattas. If the tie still remains it will be resolved in favour of the ranking of the boats in the last regatta of the series or (if a tie still exists) the most recent regatta, preceding the last regatta, where there is not a tie. This changes Appendix A.

18.3 For the purposes of determining the scores for boats that Did Not Start, Did Not Finish etc as defined in A4.2 the number of boats entered in the series shall be

taken to be the number of boats entered in the series at the time of the race in question.

19 Radio Communication

- 19.1** While racing a boat shall neither make radio transmissions nor receive radio communications not available to all boats. Radio transmissions include mobile phones, of whatever type.
- 19.2** Before, during and after racing, competitors should maintain watch on VHF Channel 72. The race committee may issue instructions or guidance from time to time concerning such matters as intended racing areas and starting times, signals displayed from the main committee boat, bearing and distance between marks, and changes to the course.
- 19.3** Immediately before, during and immediately after racing competitors shall not transmit on VHF 72 other than in emergency or to report their retirement or to indicate their intention to lodge a protest. However, a yacht may without infringing rule 41 (Outside Help) request and receive repetition of information broadcast by the race committee, be told whether or not a broadcast has been made or be told when a broadcast is likely to be made.

Appendix A
Solent Racing Marks – Identification & Position

All positions are to WGS84 data but should be assumed to be approximate

I/D	Mark	Colour	Lat N	Long W	I/D	Mark	Colour	Lat N	Long W
01	Windward Laid Mark				46	Needles Lighthouse	RW	50 39.73	01 35.52
02	Finish Line				47	New Grounds	BYB	50 41.84	00 58.49
03	Air Canada	Y	50 47.34	01 16.84	48	No Mans Land Fort	B	50 44.40	01 05.70
04	Aquaspec	O	50 45.43	01 25.89	49	Norris	R	50 45.97	01 15.51
05	Baxters	O	50 45.20	01 20.62	50	North East Gurnard	R	50 47.06	01 19.42
06	B & G	Y	50 48.46	01 15.72	51	North East Ryde Middle	R	50 46.21	01 11.88
07	Bembridge Ledge Buoy	BYB	50 41.15	01 02.81	52	North East Shingles	BYB	50 41.96	01 33.41
08	Berthon	Y	50 44.20	01 29.22	53	North Head	G	50 42.69	01 35.52
09	Bob Kemp	Y	50 45.18	01 09.65	54	North Ryde Middle	R	50 46.61	01 14.31
10	Bridge	YBY	50 39.63	01 36.88	55	North Sturbridge	BY	50 45.33	01 08.23
11	Britanniaevents.co.uk	Y	50 48.63	01 16.65	56	Paul Jackson	Y	50 44.33	01 28.25
12	Browdown	G	50 46.57	01 10.95	57	Peel Bank	R	50 45.49	01 13.34
13	Burges Salmon	Y	50 47.31	01 12.10	58	Peters & May	Y	50 46.13	01 22.19
14	Champagne Mumm	Y	50 45.64	01 23.12	59	Poole Bar No.1	G	50 39.31	01 55.16
15	Citymain	O	50 45.78	01 19.76	60	Prince Consort	BY	50 46.42	01 17.59
16	Coronation	Y	50 49.55	01 17.62	61	Quinnell	Y	50 47.07	01 19.88
17	Craftinsure.com	Y	50 45.03	01 11.89	62	Raymarine	Y	50 46.58	01 21.46
18	Cutter	Y	50 49.45	01 16.91	63	RNC & RAYC	Y	50 46.43	01 07.89
19	DAKS	Y	50 45.53	01 14.39	64	Royal Southern	O	50 48.88	01 15.57
20	Dunford	Y	50 43.37	01 31.53	65	Royal Thames	Y	50 47.81	01 19.25
21	East Bramble	BYB	50 47.23	01 13.64	66	RYA Yachtmaster	O	50 48.13	01 14.64
22	East Knoll	G	50 47.96	01 16.83	67	Sailtime	Y	50 44.35	01 06.50
23	East Lepe	R	50 45.93	01 21.07	68	Salt Mead	G	50 44.52	01 23.04
24	Echopilot	Y	50 42.86	01 32.47	69	Skandia	Y	50 44. 83	01 26.09
25	eDigitalResearch	O	50 44.18	01 23.79	70	Snowden	O	50 46.25	01 17.59
26	Elephant	Y	50 44.63	01 21.88	71	Solent Bank	R	50 44.23	01 27.37
27	Fastnet Insurance	Y	50 47.66	01 13.65	72	South Bramble	G	50 46.98	01 17.72
28	Flying Fish	O	50 47.42	01 15.90	73	South East Ryde Middle	YB	50 45.93	01 12.09
29	Gales HSB	Y	50 46.15	01 16.65	74	South Ryde Middle	G	50 46.13	01 14.16
30	George Hotel	Y	50 42.89	01 29.49	75	South West Shingles	R	50 39.35	01 37.39
31	Gilkicker-Ondeck	Y	50 46.26	01 08.76	76	SP	Y	50 45.97	01 19.45
32	Gleeds	Y	50 46.12	01 06.42	77	Stormforce Coaching	Y	50 49.21	01 17.46
33	Gurnard	BY	50 46.22	01 18.84	78	Sunsail	Y	50 46.43	01 15.09
34	Gurnard Ledge	G	50 45.51	01 20.59	79	Trinity House Buoy	Y	50 46.31	01 17.75
35	Hamstead Ledge	G	50 43.77	01 26.18	80	Universal Marina	Y	50 47.33	01 14.59
36	Harwoods	Y	50 42.86	01 28.55	81	Wadworth	Y	50 43.15	01 27.49
37	Hill Head	R	50 48.07	01 16.00	82	Warner	R	50 43.87	01 03.99
38	HW Corporate Finance	Y	50 49.18	01 15.71	83	West Bramble	YBY	50 47.20	01 18.65
39	Lepe Spit	YB	50 46.78	01 20.64	84	West Knoll	Y	50 47.43	01 17.84
40	Lymington Bank	R	50 43.10	01 30.85	85	West Lepe	R	50 45.24	01 24.09
41	Mackley Construction	Y	50 46.16	01 13.09	86	West Ryde Middle	YBY	50 46.48	01 15.79
42	Mother Bank	R	50 45.49	01 11.21	87	William	O	50 49.03	01 16.49
43	Murrays	Y	50 45.62	01 20.14	88	Williams Shipping	O	50 47.13	01 17.77
44	Nab Tower	B	50 40.08	00 57.15	89	Winner	YB	50 45.10	01 00.10
45	Needles Fairway	RW	50 38.24	01 38.98	90	Ynglinggirls.com	Y	50 45.11	01 27.34