

Royal Thames Yacht Club

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Inshore Regatta Series 2009

for Farr 45s

for the

Royal Thames David Diehl Trophy

April 18th / 19th

May 2nd / 3rd

COMMODORE

HRH The Duke of York KCVO, ADC

VICE COMMODORE

Peter Haslehurst, Esq.

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George Ehlers, Esq. (Membership & Finance)

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CHIEF SAILING OFFICER

Malcolm McKeag, Esq.

SAILING SECRETARY

Jonathan Beeston

PRINCIPAL RACE OFFICERS

Malcolm McKeag (April)

David Arnold (May)

All times in this programme are BST.

SAILING INSTRUCTIONS

1 Rules

- 1.1 The regatta will be governed by "the Rules" as described in the Notice of Race except as changed by these Sailing Instructions.. In the event of conflict these Sailing Instructions shall prevail. This changes Rule 63.7.

2 Entries

- 2.1 A boat's entry must have been lodged with the Royal Thames Yacht Club, 60 Knightsbridge before she can rank 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 each 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 just before the preparatory signals for 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. Main Committee Boat - Location of Start

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

6 Schedule of Races

- 6.1 Races are scheduled to take place on Saturday and Sunday 18th/ 19th April and on Saturday and Sunday 2nd/ 3rd May 2009.

- 6.2 The schedule of races each weekend shall be:

Race 1 First start not before 1000 on Saturday

Race 2, 3,&4 Start as soon as practicable after the finish of the last boat in the previous race or the expiry of the time limit , whichever is the earlier.

Race 5 First start not before 1000 Sunday.

7 Class Flags

7.1 The class flag and warning signal will be flag R. To assist with identification, yachts shall display their class flag on the backstay. Any infringement of this SI shall not be grounds for a boat v boat protest. This changes Rule 60.

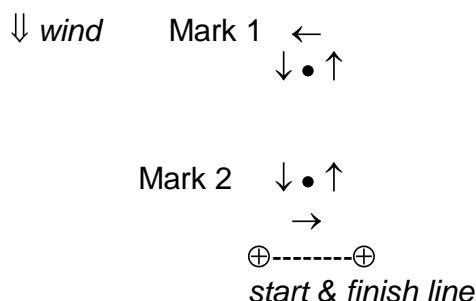
8 Racing Area

8.1 The racing area will be in The Solent between Sowley in the west and The Forts in the east. It is the intention of the race committee to set the course near to the Central Solent area.

9 The Course – Windward/ Leeward Races

9.1 The courses for the windward/ leeward races will have Mark 1 the windward mark and Mark 2 the leeward mark, with a downwind finish.

9.2 The diagram below shows the course layout, 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 removed during the race. The finishing line may be shorter than the starting line. The extra mark referred to in SI 9.6 is not shown.



9.3 Unless Sis 9.4 to 9.7 apply, the course 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 leg of the course to the finish.) Marks shall be left to port. Mark 1 and Mark 2 must be rounded.

9.4 If Naval Numeral 3 (blue with red stripe) is displayed at or before the Warning Signal the course 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.

9.5 If Naval Numeral 4 (red with white X cross) is displayed at the Warning Signal the course 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.

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 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 Navigators' Races

The last race of each day may be a 'Navigators' Race', using the marks described in Appendix 1. If a Navigators' Race is to be sailed, the course will be announced on VHF 72 before the warning signal.

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.

10.2 Marks that may be used in the Navigators' Race are described in Appendix 1

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 any sound or radio signal shall be disregarded.

Time to Start	Meaning	Signal
5 minutes	Warning	Flag R 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 removed, 1 sound

11.2 The starting line will be between a staff or mast displaying an orange flag on the main committee boat and the course side of the starting mark.

11.3 An protection mark may be laid close to the main committee boat. If such a mark is laid the starting mark is defined for the purposes of Rule 31 (Touching a Mark) as the committee boat and the area within a line drawn from its bow to the protection mark thence to the stern of the committee boat.

11.4 Boats starting later than four minutes after their starting signal will be scored DNS.

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. This broadcast, if made, may not be immediate and 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.

12 Attention Signal – Flag F

12.1 Flag F 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 may be signalled before the new mark is in position. Subsequent marks may be moved 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 and the course side of the finish mark. Note that the finishing line may be shorter than the original starting line.

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

14.3 If a protection mark is used, SI 11.3 shall apply at the finish.

15 Penalty System

15.1 Rule 44.1 is changed such that the penalty shall be a 360⁰ 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 while any part of any boat involved in the incident is within the three lengths zone of a mark subject to Rule 18 the penalty in 15.1 is changed to either a 720⁰ 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 10 minutes after the first valid finisher.. Boats failing to finish within their time limit will be scored one place one more than the last valid finisher. This changes Rule 35.

16.2 No race will be started if in the opinion of the race committee it is unlikely to be completed before 1700 on Saturday or 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 given 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 SI 17.3.

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 Thames Yacht Club, 60 Knightsbridge, London on the Tuesday following the race from which the protest arises. 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. This changes Appendix A s2.

18.2 For the purposes of determining the scores, 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 Except in an emergency, while racing a boat shall neither make radio transmissions nor receive radio communications not available to all boats. This restriction applies to mobile phones.

19.2 Before, during and after racing, competitors should maintain watch on VHF Channel 72. The race committee may issue instructions or guidance concerning intended racing areas and starting times, signals displayed from the main committee boat, bearings and distances 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, 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.

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;

Appendix 1.
Course Marks Addendum - List of Solent Marks 2009

Marks			Approximate Position		
Mark No	Mark Name	Previous Name	Colour	Latitude(N)	Longitude(W)
01	Windward Laid Mark				
02	Finish Line				
03	Air Canada		Y	50° 47'.20	01° 17' 00
04	Aquaspec	Durns	Or	50° 45'.43	01° 25'.89
05	B & G	Clipper	Y	50° 48'.46	01° 15'.72
06	Baxters		Or	50° 45'.23	01° 20'.69
07	Bembridge Ledge		BYB	50° 41'.15	01° 02'.81
08	Berthon		Y	50° 44'.20	01° 29'.22
09	Bob Kemp		Y	50° 45'.18	01° 09'.65
10	Bridge		YBY	50° 39'.63	01° 36'.88
11	Browndown		G	50° 46'.57	01° 10'.95
12	Burges Salmon	Marsh	Y	50° 47'.31	01° 12'.10
13	Champagne Mumm		Y	50° 45'.64	01° 23'.12
14	Citymain	Ocean Safety	Or	50° 45'.78	01° 19'.76
15	Coronation		Y	50° 49'.55	01° 17'.62
16	Craftinsure.com	Five Star Sailing	Y	50° 45'.03	01° 11'.89
17	Cutter		Y	50° 49'.45	01° 16'.91
18	DAKS	DAKS Simpson	Y	50° 45'.53	01° 14'.39
19	Darling Associates	Gilkicker- Ondeck	Y	50° 46'.26	01° 08'.76
20	Dunford		Y	50° 43'.37	01° 31'.53
21	East Bramble		BYB	50° 47'.23	01° 13'.64
22	East Knoll		G	50° 47'.96	01° 16'.83
23	East Lepe		R	50° 45'.93	01° 21'.07
24	Echopilot		Y	50° 42'.81	01° 32'.53
25	eDigitalResearch	Newtown	Or	50° 44'.18	01° 23'.79
26	Elephant		Y	50° 44'.63	01° 21'.88
27	Fastnet Insurance	Bainbridge S'cloth	Y	50° 47'.66	01° 13'.65
28	Flying Fish	Seascope	Or	50° 47'.42	01° 15'.90
29	Gales HSB	MDL	Y	50° 46'.15	01° 16'.65
30	George Hotel	YMS 2	Y	50° 42'.87	01° 29'.40
31	Gleeds		Y	50° 46'.16	01° 06'.39
32	Gurnard		BY	50° 46'.22	01° 18'.84
33	Gurnard Ledge		G	50° 45'.51	01° 20'.59
34	Hamble Yacht Services	RYA Yachtmaster	Or	50° 48'.13	01° 14'.64
35	Hamstead Ledge		G	50° 43'.87	01° 26'.18
36	Harwoods		Y	50° 42'.86	01° 28'.55
37	Hill Head		R	50° 48'.07	01° 16'.00
38	HW Corporate Finance	Meon	Y	50° 49'.18	01° 15'.71
39	Lepe Spit		YB	50° 46'.78	01° 20'.64

40	Lymington Bank		R	50° 43'.10	01° 30'.85
41	Mackley Construction	DB Marine	Y	50° 46'.16	01° 13'.09
42	Mother Bank		R	50° 45'.49	01° 11'.21
43	Murray's	West Bay	Y	50° 45'.62	01° 20'.14
44	Nab Tower		B	50° 40'.08	00° 57'.15
45	Navigate Solutions	SP	Y	50° 45'.97	01° 19'.45
46	Needles Fairway		RW	50° 38'.24	01° 38'.98
47	Needles Lighthouse		RW	50° 39'.73	01° 35'.52
48	New Grounds		BYB	50° 41'.84	00° 58'.49
49	No Mans Land Fort		B	50° 44'.40	01° 05'.70
50	Norris		R	50° 45'.97	01° 15'.51
51	North East Gurnard		R	50° 47'.06	01° 19'.42
52	North East Ryde Middle		R	50° 46'.21	01° 11'.88
53	North East Shingles		BYB	50° 41'.96	01° 33'.41
54	North Head		G	50° 42'.69	01° 35'.52
55	North Ryde Middle		R	50° 46'.61	01° 14'.31
56	North Sturbridge		BY	50° 45'.33	01° 08'.23
57	Paul Jackson		Y	50° 44'.33	01° 28'.19
58	Peel Bank		R	50° 45'.49	01° 13'.34
59	Peters & May	Reeds Almanacs	Y	50° 46'.13	01° 22'.19
60	Poole Bar No.1		G	50° 39'.31	01° 55'.16
61	Prince Consort		BY	50° 46'.42	01° 17'.59
63	Quinnell		Y	50° 47'.07	01° 19'.88
62	Quod Possumus!	Skandia	Y	50° 44'.83	01° 26'.09
63	Raymarine		Y	50° 46'.58	01° 21'.46
64	RNC & RAYC	Rainbow Centre	Y	50° 46.43	01° 07.89
65	Royal Southern		Or	50° 48'.88	01° 15'.57
66	Royal Thames		Y	50° 47'.81	01° 19'.25
67	Sail Time		Y	50° 44'.35	01° 06'.50
68	Salt Mead		G	50° 44'.52	01° 23'.04
70	Snowden		Or	50° 46'.25	01° 17'.59
71	Solent Bank		R	50° 44'.23	01° 27'.37
72	South Bramble		G	50° 46'.98	01° 17'.72
73	South East Ryde Middle		YB	50° 45'.93	01° 12'.09
74	South Ryde Middle		G	50° 46'.13	01° 14'.16
75	South West Shingles		R	50° 39'.35	01° 37'.39
76	Stormforce Coaching	Chilling	Y	50° 49'.21	01° 17'.46
77	Sunsail Events		Y	50° 46'.43	01° 15'.09
78	Trinity House Buoy		Y	50° 46'.31	01° 17'.75
79	Universal Marina	Marinetrack.com	Y	50° 47'.33	01° 14'.59
80	Wadworth		Y	50° 43'.15	01° 27'.49
81	Warner		R	50° 43'.87	01° 03'.99
82	West Bramble		YBY	50° 47'.20	01° 18'.65
83	West Knoll		Y	50° 47'.43	01° 17'.84
84	West Lepe		R	50° 45'.24	01° 24'.09

85	West Ryde Middle		YBY	50° 46'.48	01° 15'.79
86	Wight Vodka	Britannia Events	Y	50° 48'.63	01° 16'.65
87	William		Or	50° 49'.03	01° 16'.49
88	Williams Shipping	<i>New Position</i>	Or	50° 47'.20	01° 18'.46
89	Winner		YB	50° 45'.10	01° 00'.10
90	Ynglinggirls.com	Sony Vaio	Y	50° 45'.11	01° 27'.34
Additional Special Marks					
91	Windward Laid	Description & Position notified on VHF Ch.72			
92	Leeward Laid	Description & Position notified on VHF Ch.72			
93	Start Line ODM #	Various			
94	Start Line Inner Limit	Various			
95	Temporary Laid 1	Description & Position notified on VHF Ch.72			
96	Temporary Laid 2	Description & Position notified on VHF Ch.72			
97	Leeward Laid Downwind Gate £	Description & Position notified on VHF Ch.72			

Chart Datum WGS84 – Position listed are approximate

Y – Yellow, O – Orange, G – Green, R – Red, W – White, BY – Black above Yellow, BYB – Black with Yellow band, YB – Yellow above Black, YBY – Yellow with Black band

The Start Line ODM, when used as a mark of the course, may be either Orange or # Black, and may be laid in a position near but not exactly that of the original Start Line ODM.

Yachts shall pass between the two buoys comprising the downwind Gate from the direction of the previous mark, rounding either one.

£ If a race is shortened at this mark, the finishing line will be between the 2 buoys comprising the Downwind Gate.