*Thornbury SC Regatta 2025*

SAILING INSTRUCTIONS (SIs)

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any changes in the sailing instructions will be posted for a minimum of 30 minutes before the advertised starting time of the race. Changes in the Sailing Instructions will be indicated by displaying **I.C. Flag L** on the OOD’s starting box mast.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located below the OOD’s starting box

4 CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the **OOD’s starting box mast**.

6 SCHEDULE OF RACES

6.1 Races are scheduled as follows:-

**Race 1 – Sat 30th Aug. 2025** **Race 1 –Sun 31st Aug. 2025**

10:40 Fast Handicap 11:15 Fast Handicap

10:45 Slow Handicap 11:20 Slow Handicap

10:50 YW Dayboats 11:25 YW Dayboats

10:55 Cruisers 11:30 Cruisers

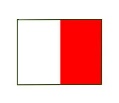
**Race 2** will follow after race 1 each day,

Cruisers only have **1 race** per day.

6.2 The scheduled time of the warning signal for the first race each day is 10:35 Sat 30th Aug

11:10 Sun 31st Aug

7 CLASS FLAGS

7.1

**“D”** - Fast Handicap. **“H”** - Slow Handicap.



**“K”** - Cruisers. “Y” – YW Dayboats ?

8 COURSES

8.1 Courses will be shown on the notice board below the OODs box and on the course board at the end of the OOD box balcony. If the course is

changed once competitors are afloat the Race Officer shall raise **flag “C”.**

The new course will be shown on the course board.

9 MARKS

9.1 Mark(s) are typically small round buoys. Large yellow racing marks may be attached to the bouys to make identification easier.

10 THE START

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

10.2 The start line be will be an extension of a line passing through the flag mast on the OOD’s box and a post placed on the bank. There will be an outer distance mark which boats are required to pass inside. The outer distance mark need not be on the starting line.

**All competitors must sail between**

**the limit buoy (Outer Distance Mark) and the starting box at the end of every lap**.

10.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11 THE FINISH

11.1 The finishing line will be a line between the flag mast on the OOD’s box and the outer distance mark.

11.2 After the shorten course flag is raised then all boats in the fleet will finish on the lap

they are doing and the results will be worked out using the “average lap” method.

12 HEARING REQUESTS

12.1 For each class, the protest time limit is *60* minutes after the last boat in that class finishes the last race of the day.

12.2 Hearing request forms are available from the OOD box.

12.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, location TBD at the earliest opportunity.

13 SCORING

13.1 The scoring system is as follows: The Low Point scoring system, rule A2

13.2 1 race is required to be completed to constitute a series.

13.3 (a) When fewer than four races have been completed, a boat’s series score is the total of her race scores.

(b) When four or more races have been completed, a boat’s series score is the total of her race scores excluding her worst score.

13.4 Rule A5.3 applies.

14 SAFETY REGULATIONS

14.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

15 PRIZES

15.1 Prizes will be given in each class for 1st, 2nd & 3rd place.

16 RISK STATEMENT

16.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

17 INSURANCE

17.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2million pounds per incident or the equivalent.