



The Catamaran Club

Bronkhorstspruit

13 April 2021

The Catamaran Club – Annual Club Regatta Series and Saturday Long Haul May 2021 – April 2022

SAILING INSTRUCTIONS

ELIGIBILITY

This series will be raced in two separate fleets:

- A Fleet – sailors who are competent club level racers and above
- B Fleet – beginners to sailboat racing
- Saturday Long Haul

A sailor that is placed 3rd or higher in the TCC Annual Series “B” fleet, must compete in the A Fleet in the following year and all subsequent years.

Members of The Catamaran Club are eligible to compete in the Annual series, sailing multihulls with a current Small Cat Handicap Rating System (SCHRS) handicap or any monohull having a recognised Portsmouth Handicap.

Where a multihull does not have an SCHRS, it is the responsibility of the competitor to contact the Rear Commodore to arrange for the measurement and calculation of an SCHRS rating of that vessel prior to competing in any TCC event.

Eligibility to compete in each monthly regatta will be limited to those boats/skippers that record their sign on information at the Skippers Briefing of that event.

Non-TCC members may compete in all monthly club regattas in any year (May – April). Non-TCC members may receive place prizes in the monthly regattas but will not be deemed to be participants in the TCC Annual Regatta Series.

1 RULES

- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* until superseded, and the relevant class rules.
- 1.2** No national prescriptions will apply.
- 1.3** All safety rules and regulations of TCC and SAMSA will apply.
- 1.4** Racing rule **44.1 Taking a Penalty** will be changed as follows: A multihulled boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing or when she may have broken rule 31.
- 1.5** If there is a conflict between languages the English text will take precedence

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the TCC Boma.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 on the day it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the flagstaff located at the TCC Boma or flagstaff on pier.

5 SCHEDULE OF RACES

5.1 Dates of racing:

The actual dates of each monthly Club Regatta that contributes to this series will be as advertised on the club's website (<http://www.catclub.co.za/>). This will consist of a long haul series on the Saturday, with a course type Regatta on the Sunday.

<i>Date</i>	<i>Class</i>
8,9 May	Multihulls and eligible monohulls
12,13 June	Multihulls and eligible monohulls
10,11 July	Multihulls and eligible monohulls
14,15 August	Multihulls and eligible monohulls
11,12 September	Multihulls and eligible monohulls
18,19 October	Multihulls and eligible monohulls
13,14 November	Multihulls and eligible monohulls
8,9 December	Multihulls and eligible monohulls
8,9 January	Multihulls and eligible monohulls
12,13 February	Multihulls and eligible monohulls
12,13 March	Multihulls and eligible monohulls
9,10 April	Multihulls and eligible monohulls

5.2 Number of races:

This series comprises of twelve monthly regattas. The summated positions achieved in each of the twelve monthly regattas after applying discards, will be used to calculate an entrant's final position in the overall series.

<i>Class</i>	<i>Number Races per monthly regatta</i>
Multihulls	5 races at each weekend club regatta.
Monohulls	5 races at each weekend club regatta.

5.3 The scheduled time of the warning signal for the first race each day will be no earlier than 10h00.

5.4 On the day of the regatta no warning signal will be made after 15h30.

5.5 Only under extraordinary circumstances may the Race Officer cancel a race before the start time of a briefing. This would be based on external factors that may compromise the safety of the participants, compliance of the club to applicable legislation, or similar predetermined condition. This must be communicated at least 1 hour before the time of the briefing.

5.6 If a race is not cancelled at least 1 hour before briefing, participants will be required to complete the Regatta Registration form and the race will be

counted as part of the series. Should conditions not permit a race to start at the estimated 30 minutes after briefing time, a minimum of 1 hour postponement must be placed to reconsider the conditions for sailing. Only after the 1st postponement can a decision be made to cancel the race, or allow for further postponements, to the maximum of 3 before the race will be cancelled.

6 CLASS FLAGS

Class flags will be:

<i>Class</i>	<i>Flag</i>
Fleet A	As advised by the race officer at the skippers briefing on race day.
Fleet B	As advised by the race officer at the skippers briefing on race day.

7 RACING AREAS

The location of the racing area will be on Bronkhorstspuit Dam, as specified by the race officer at the skippers briefing on race day.

8 THE COURSES

8.1 The course will be as described and modelled by the race officer at the skippers briefing using the dam plan.

8.2 Courses may be shortened at the discretion of the race officer.

9 MARKS

9.1 Marks 1, 2, 3 and 4 will be as described by the race officer.

9.2 The following marks are rounding marks:

- Marks 1, 2, 3.
- Any other mark specified as such by the race officer.

9.3 The starting and finishing marks will be the committee boat at the starboard end, and a round buoy at the port end unless indicated otherwise by the race officer.

9.4 The starting race for the long haul will be the flagstaff on the pier and no wake buoy unless indicated otherwise by race officer.

10 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

1. The boomed off area in front of the Dam Wall.
2. The buoyed off powerboat and ski areas on the North side of the dam.
3. Any other area so designated by the Race Officer at the skippers briefing.
4. The area around the club submersible pump as demarcated by buoys.

11 THE START

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

11.2 A boat starting later than 10 minutes after her starting signal will be scored *Did Not Start* without a hearing.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position. This will be completed before the start of the next race.

12.2 In the event that a race is to be shortened whilst on process, especially with the long haul, on the judgement of the Race Officer, the upcoming buoy marker of the leading boat will be converted to a finish line.

14 PENALTY SYSTEM

14.1 The penalties are as follows: for multihulls, one full turn per rule 44.1 as amended in 14.2 below. For monohulls, two full turns per rule 44.1

14.2 For all multihulled class's rule 44.1 is changed so that a One-Turn Penalty replaces the stipulated Two-Turns Penalty.

15 TIME LIMITS AND TARGET TIMES

15.1 Boats failing to finish within 20 minutes after the first boat sails the course and finishes, will be scored *Did Not Finish* without a hearing. When a long-haul course is set, then this time limit is extended to 60 minutes.

16 ARBITRATION, PROTESTS AND REQUESTS FOR REDRESS

16.1 ADVISORY HEARING

When there is an incident that will not result in the lodging of a protest or a request for redress, a boat, protest committee or race committee may request an Advisory Hearing with the race office, and notify any boat involved in the incident. An advisor will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may, as a result, notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire.

16.2 EXONERATION PENALTY

16.2(a) A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 or 42 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts an Exoneration penalty – a 20% scoring penalty in accordance with rule 44.3(c), except that the minimum penalty is two places if that does not result in a score worse than DNF. However, if a boat caused injury or serious damage, or gained a significant advantage by her breach her penalty shall be to retire.

16.2(b) When an Exoneration Penalty is accepted:

1. Neither boat nor a protest committee may then revoke or remove the penalty.
2. The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

16.3 Protest forms are available at the race office, located at the TCC Boma. Protests and requests for redress or re-opening shall be delivered there within the appropriate time limit.

16.4 For each class, the protest time limit is 30 minutes after the last boat has finished the last race of the day.

16.5 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 TCC Boma, beginning at the time posted.

16.6 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

16.7 A list of boats that, under instruction 14.3, have been penalized for breaking rule 42 will be posted.

16.8 Breaches of instructions 18, 21, 23, 25, 26 and 27 of the Racing rules of Sailing 2021-2024 will not be grounds for a protest by a boat. Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

16.9 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day.

16.10 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

16.11 Decisions of the protest committee will be final as provided in rule 70.5.

17 SCORING

17.1 The scoring system is as follows:

In recognition that entrants may sail different boats during the season, all results will be associated with the skipper and not the boat.

At each monthly regatta, entrants will be handicapped in accordance with the TCC 2021 Modified Handicap Rating System. Regular competing catamarans are tabled below. Other class legal boats will be handicapped by adding 0.11 to that boats handicap in accordance with the Small Catamaran Handicap Rating System (SCHRS). ($TCC = SCHRS + 0.11$). Monohulled boats will be handicapped by converting their Portsmouth Rating to an

SCHRS handicap applying the conversion $SCHRS = 0.PY / .675$ or any updated formula as published by the SCHRS.

Thereafter, scoring will be performed in accordance with the Appendix A low point method, using rules 8.1 and 8.2 as a tiebreaker.

Table 1: TCC Modified Handicap Rating System

Boat Description	Handicap
Hobie 16 French single handed	1.23
Hobie 16 French	1.25
Hobie 16 single handed	1.25
Hobie 16	1.27
Dart 18 single handed with jib	1.27
Dart 18	1.30
Hobie 14	1.35
Halcat single handed	1.35
Halcat 2 up	1.38

As a separate exercise, Overall Series results will be calculated by recording the *position* achieved by each skipper in each monthly regatta into a separate result set, and then re-applying the Appendix A low point method, using rules 8.1 and 8.2 as a tiebreaker.

A competitor that switches fleet during the season will score DNC for each event that they did not compete in for both fleets A and B.

Annual Series Discards

The Annual Series shall consist of twelve monthly regattas of which the best Nine (9) Monthly Regatta scores for each competitor will count.

17.2 (a) When fewer than nine monthly regattas have been completed by a skipper, that skipper's overall series score will be the total of their positions achieved in each monthly regatta actually sailed, plus a DNC value for each event required to make up their score to the required nine results.

The DNC point allocation in the Overall Series is defined as the points for a position equivalent to *75% of the total number of competitors in the annual series*.

(b) When more than nine monthly regattas have been completed, a skipper's series score will be the total of their best nine Monthly Regatta results.

17.3 When a competitor is unable to take part in a Monthly Regatta due to a requirement to man the Committee, Bridge or Rescue boats, then that competitor will not suffer the prescribed DNC penalty but will instead be awarded points equivalent to the Average of the sum of points for all their non-discarded races.

This alternative result will apply to a maximum of two regattas in any annual series.

17.4 In the event of a cancelled race on the day of the Long haul or Regatta, all participants that has attended the briefing and completed the Regatta Registration form for the day, will receive a score equivalent to the average of their series results.

17.5 In the event of a race being cancelled more than 1 hour before the briefing time, the race day will be removed from the series and will not count towards the final score for any participants.

18 SAFETY REGULATIONS

18.1 A boat that retires from a race shall notify the race committee as soon as possible either at the committee boat or at the TCC Boma.

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Skippers and crew may be substituted between regattas in the Annual series, provided that only one skipper may sail any one monthly regatta. Refer 17.1 for series scoring in this event.

19.2 Should there be change in crew or equipment during the race day, all races for that day will be revised using the race setup which resembled the lowest handicap on that day.

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

21 ADVERTISING

Boats may display advertising.

22 OFFICIAL BOATS

Official boats will be the TCC bridge boat, TCC rescue boat, and any other boat so designated by the race officer at the skippers briefing.

23 SUPPORT BOATS

23.1 From time to time TCC may ask to conduct on-the-water training during the Monthly Regatta's, however this must be proposed at the skippers briefing, and agreed to by all participants taking part in that event so as to avoid protests based upon the receipt of outside assistance.

All other team leaders, coaches and other support personnel shall stay a minimum of 200 meters outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24 TRASH DISPOSAL

Boats shall not put trash in the water.
Trash may be deposited on any Official boat.

27 COMMUNICATIONS

27.1 All communication related to the Regatta prior to participant heading out on the water will be done by means of Whatsapp broadcasts, during briefing, and/or flagstaff wherever most applicable and efficient.

27.2 Radio communication will be in place, and limited to, the TCC bridge boat, TCC rescue boat and standby on land.

27.3 Allowance has been made and encouraged to allow for participants to take mobile telephones to assist with safety on the water in the event of an emergency.

29 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

30 INSURANCE

30.1 All TCC club members must be a member of SA Sailing as per the club rules. This membership includes 3rd party insurance as defined and changed from time to time by SA Sailing. This insurance is directly between SAS and its member and does not involve TCC in any way.

30.2 It is the skipper's responsibility to confirm his/her insurance cover. TCC does not in any way cover any claims that may arise from an incident that occurred during participation of a monthly Long haul or Regatta. Each participating boat is encouraged to carry sufficient valid third party liability insurance to cover any liability arising during the event.