



Guide to Dinghy Sailing, Racing and Cruising at Tudor Sailing Club

General Safety Information

Sailing is a fun and rewarding activity, but it is also hazardous and needs to be approached responsibly.

The key points for staying safe are

- Buoyancy aids must be worn by all participants.
- Assess the conditions, weather forecast and tide predictions.
Make sure that the conditions (and forecast conditions) are within you and your boat's capability. Chat to the race officer or other sailors if you are unsure.
- Wear appropriate gear.
Proper clothing will protect against Hypothermia and Cold Water Shock, and make your sail more enjoyable. Consider a helmet for cadets.
- Use appropriate footwear and be aware of slippery surfaces and edges of the slipway.
- Carry a safety knife in case you get trapped in ropes.
- Carry a whistle.
- A compass must be carried where the course is outside Langstone Harbour.
- In sunny conditions, take water, suncream and a hat.
- If you are sailing alone, take a means of communication (Waterproof VHF Radio or Mobile Phone in waterproof bag) and let somebody know your plans.
- Check your boat and rig for wear and breakages prior to launching.
- Understand the harbour. Don't get stuck over the extensive mud flats on a falling tide (if you do, stay with your boat and call for help), and be aware that there are strong tides and rough seas near the harbour entrance.
- If using a trapeze, consider a quick-release harness.
- When on the water, sail considerately and in a manner that will avoid collisions.
- Boats, helm and crew participating in races designated as Night Races must wear illumination.
- Familiarise yourself with the relevant club safety documentation and risk assessment which can be found on the club website. [TSC Useful Documents - Click Here](#)

Parents are responsible for ensuring that the above is in place for their children, and must remain on the premises while their children are on their water, unless another responsible person is present with the agreement of the session organiser.

Support

It is a duty of everybody on the water to go to the assistance of any other boat in difficulty, whether racing or not.

Races and some organised cruises will be supported by one or more club patrol boats. If you get into difficulty, these will do their best to assist you. However, you should be aware that a Patrol Boat may be some distance away or dealing with another sailor and not necessarily able to quickly attend to you. You must sail in conditions that are within your abilities.

The Patrol Boats will prioritise life over equipment; if there are a number of capsizes, they may pick up sailors and put Abandoned Boat markers on dinghies, recovering these later.

Clothing

Wetsuits or drysuits must be worn during winter racing. Rash vests and spray tops are useful to give additional layers for warmth. Neoprene sailing boots are non-slip allow you to move freely around the boat. Other useful items are sailing gloves, sunglasses, sunhat and a waterproof phone case.

You are advised to watch the following video about Cold Water Shock:



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<https://www.rya.org.uk/knowledge/safety/look-after-yourself/cold-water-shock>

Liability

The organisers shall not be liable for any loss, damage, death or personal injury however caused to the owner/competitor or crew, as a result of their taking part in the race, races or cruise. Moreover, every owner/competitor warrants the suitability of his/her boat for the race or races. Helms are responsible for both their personal safety and that of their crew; they are the sole judges of whether their experience is sufficient for the prevailing conditions.

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." This applies to Dinghy Cruises also.

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor/participant agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

Insurance

Club rules state that your boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000.

Dinghy Racing

Overview

Dinghy Racing at Tudor SC is varied and occurs all year long.

The races are formally run under Racing Rules of Sailing with specific interpretations for our club that can be found in the Dinghy Sailing Instructions.

A list of all the events with a short description can be found in the **Tudor Events and Trophies** document.

Please make yourself familiar with the various **local harbour charts** detailing the main race marks.

Please make yourself familiar with the Flag and Sound signals for racing.

All the racing is under handicap to standardise the results allowing mixed-class racing. There is a specific set of Tudor Club handicaps that apply for the majority of the races as it reflects the local geographic circumstances of wind and tide. Races open to non-Tudor sailors are run under standard RYA handicaps.

If the formal basis for the racing is defined by the sailing instructions etc. there is an equally important set of "unwritten" rules that over the years have been refined to help with the smooth running of the races at Tudor. These are as useful for the experienced sailor as much as for a new club member.



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Whilst not mandatory they are regarded as best practice.

Preparation

Pre-Race

Assess the conditions – It is your responsibility to decide if the weather conditions are manageable and if you have the appropriate clothing. Different wind directions can create a rough sea state down the bottom of the harbour; if in any doubt, ask another sailor.

Signing On – once you have retrieved your boat out of the compound and decided to take part in the race, you should fill in your details on the signing on sheet. This is normally found in the garage, on the left hand side under the notice board. This tells the race officer of your intention to race. If you do not sign on, you will not receive a finish position.

Course – The course is set by the race officer, normally 45 minutes before the scheduled start. Make sure you write down the order of the marks used in the course, along with the direction you are to sail round them.

Head to Wind – This may sound obvious, but you would be surprised by how many people struggle against the wind. Always position your boat 'head to wind' (with the bow facing the direction the wind is coming from) while rigging.

Rig your boat ashore - Try to rig as much as possible on-shore, rigging afloat can cause congestion on the slipway.

Patrol Boat – Please help the volunteers who man the patrol boats to launch the RIB and/or dory if possible. They are there to help you on the water – so please help them whenever possible off the water. Be careful of slipping when launching, position yourself to the rear of the Patrol Boat.

Slipway Etiquette (launching)

Single Handed? - If you sail a single hander, try to pair up with someone when launching – one of you can hold the two boats, while the other deals with both trolleys.

'The Trolley Dolly' - There is sometimes a friendly non-sailor who collects trolleys and parks them for competitors; this is a great way of minimising congestion on the slipway.

No Trolleys left on the Slipway - In the absence of a 'trolley dolly', please ensure you park your trolley off the slipway in the small compound.

Start Sequence

Launch early – have you ever wondered why the more experienced sailors get onto the water 10-15 minutes before the start sequence? Well it's no secret! By getting afloat early they have time to...

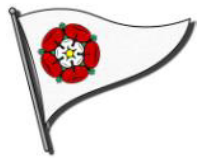
- understand the conditions; wind speed, direction, maximum gusts and sea state
- adjust their control lines on their boat, setting the sails up for maximum performance
- sail down the harbour, gauging the conditions out of the shadow of the buildings and trees
- perform several practice starts to see which end of the start line will give them the best position to reach the first mark in the shortest distance

All these things help achieve the 'perfect start', as races can be won or lost on the start line.

Keep Clear - If there are multiple starts (e.g. fast, medium and slow handicap fleets), please ensure you do not sail near the start line during the start sequence of another fleet, remaining clear of the boats who are about to start.

Racing

Rules – The racing rules of sailing can seem daunting to many, and often deter sailors from competing.



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At TSC we try to place the emphasis on participation and fun rather than rule books. However, it is worth understanding a few simple rules before going afloat to avoid incidents; the Port / Starboard rule is a good starting point as it is probably the most used. That aside if you initially aim to avoid contact with other boats and marks then you should be fine.

Regulation – In the absence of umpires and judges on the race course, we rely on the honesty of competitors to take self-imposed penalties when rules are infringed upon. If you are in any doubt about an infringement, perform a penalty turn anyway; better this, than face arbitration or protest from a fellow competitor after the race.

Conduct – Due to the competitive nature of our sport there maybe the odd occasion where tempers flair and disagreements occur. These incidents are always best resolved with a simple bar talk – sailing is a sport of genteel conduct; what goes on the water – stays on the water.

Finishing

Wave - It is good practice to acknowledge the race officer when he sounds the horn as you pass over the finish line. This is not only a nice gesture to thank them for their time, but also clarifies that you believe you have finished the race. A wave, thumbs up or other such movement is best.

Keep Clear - Keep clear of finish line when other boats are finishing; otherwise you risk blocking the view of the race officer and creating confusion.

Slipway Etiquette (coming ashore)

Wait your turn - If multiple boats have finished the race within short succession of each other, the bottom of the slipway can become congested. Landing when there is little space can lead to unnecessary damage to boats. Boats become difficult to control when centre/dagger boards and rudders are lifted as you approach the slip, and it is advised not to land until there is sufficient room to do so.

Don't barge in - If there are boats sailing around waiting for a suitable space to come ashore – please wait your turn and do not barge in.

Post Race

Patrol Boat Recovery – Please help to recover the patrol boat when it returns to the slipway – usually the race officer will give several short blasts of the horn to signal its arrival. Be careful of slipping.

Results – After the last boat has crossed the finish line, the race officer will start to calculate the results.

Please avoid interrupting while they are performing this task; it's tricky at the best of times. Results are typically published in the window of the race box following the race, and also on the web site.

Gratitude – Our Race Officers and Patrol Boat Crews volunteer their time to help keep our racing running smoothly. Please take the time to thank them for their efforts after the race.

Security – Last one in the changing rooms, up the slipway or in either of the compounds? Please ensure that all gates are securely locked at all times to minimise opportunistic crime. Compounds must be locked; even if there are plenty of other members around.

Cruises

Cruises are arranged throughout the season, and may include in or out of harbour trips, sometimes accompanied with patrol boats, paddlers, rowers or cruisers. They are intended to be a fun way to explore local waters without the pressure of racing.

Similar safety advice applies to cruises as it does to racing. Make sure that you are comfortable with where the cruise plans to go, how long it may take, what the weather forecast and tidal predications are, and that the



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cruise is within your capability. Dress appropriately, and take water, snacks, sun cream and a hat. Make sure that you check your boat over thoroughly before you set off.

Take a method of communication and make sure you know how to contact the cruise leader.

Each cruise will have a briefing beforehand. Take this opportunity to ask any questions and do a final assessment as to whether you're comfortable.

ALWAYS let the cruise leader know if you are leaving the cruise.

Club Dinghies

Currently 2 RS Feva, 1 RS Quba, 3 RS Tera, 1 Topaz, 1 Pico, 10 Optimists, 1 Wayfarer and 1 Wanderer

The Executive Committee has agreed that club boats may be used by any club member, at any time, subject to the following:

Club dinghies are available for use by members except on Cadets on the water sessions (See calendar online) when they will be used by the cadet programme. The cadet leadership team will manage their use in this setting and it should be noted that usage will be shared around the membership.

All users must adhere to the following guidelines:

- Users must be able to rig and derig the club boats competently as demonstrated by a member of the Exec, Captains Committee, Dinghy Committee or a nominated representative.
- Users (except for those using the club boats during a cadet session) must register their usage. When using them for an event, they should do so via the link on the [TSC online Calendar](#). When being used outside of club events, usage should be booked and paid for through the online system. Charges will be set by the Exec and are visible when booking.
- Cadet usage outside the cadet sessions must be paid for by a responsible adult, who remains responsible for the use and safety of the boat and cadet.
- Usage during cadet sessions must be paid for online either via the cadet boat package or on the night via webcollect
- Users must put the boats and equipment away in a clean and tidy state and immediately report any problems to clubboats@tudorsailing.org.uk
- The club will monitor usage and reserves the right to bar any individual member or group of members from using the boats (for example if they are misusing the boats) or limit their usage (for example, if it is felt they are preventing other people from getting a chance to try the boats)
- Please note that the club Fevas, Quba, Pico, Teras and Topaz should only be used if the wind is no stronger than a force 4 wind (max 16 knots). This should be measured as per the Cambermet service which can be found at www.cambermet.co.uk. This is in place to ensure that the hulls are not overstressed by the forces caused by high winds. Please therefore check the weather conditions before taking the club boats out. If you have booked and paid for a club boat in advance, you will be refunded if you are unable to use it due to the weather conditions.
- No club boats should be taken outside the harbour unless authorised by Captains Committee (which will not be reasonably refused for experienced members)

Safety Policy

Tudor Sailing Club (TSC) is an active, self-help club, in which members carry out all aspects of managing and maintaining club premises and equipment, organising on and off water activities, and providing facilities for members to enjoy getting on the water individually.

Safety is of fundamental importance to us all, and is vital for the enjoyment of recreational watersports at every level.

The club recognises that we can never eliminate risk completely. We also note that our members are responsible at all times for their own safety and that of their guests, particularly when on the water.



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Nonetheless, the club will endeavour to identify and mitigate hazards in an appropriate way in order to constrain the risks they pose to an acceptable level.

In striving to meet this objective, the Executive Committee has resolved to:-

- Affirm its ownership of safety, and provide clear oversight of safety issues;
- Ensure that safety responsibilities, authority and accountability are clearly defined;
- Routinely review Risk Assessments and Operating Procedures;
- Actively promote an open health & safety culture;
- Ensure that accident and incident reporting processes are in place;
- Ensure that members have easy access to safety information.