

DF Racing UK
Restricted Class SSI's for the DSF65 and DF95

1 RULES

1.1 The regatta will be governed by the ISAF Racing Rules of Sailing 2017-2020 (RRS), Appendix E of the RRS, the MYA Sailing Instructions, these Sailing Instructions and the DF65 and DF95 Restricted Class Rules

1.2 All sailors are expected to conduct themselves in a sportsmanlike manner at all times.

1.3 All competitors at official national or ranking events shall be members of the DF Racing UK Class Association and the MYA or their own national body.

2 CLASS RULES

2.1 All boats will comply with the latest DF65 and DF95 Class Rules as published on the Association website.

2.2 All boats can be subject to checks for compliance with the class rules.

2.3 Sail Identification: As per latest Dragon Force Class Rules. The diagram provided by the RG65 Class Association in the RG65 Class rules is advisory but remains correct and shall replace RRS E6.

2.4 The V1.3 Class Rules clarified the issue of jib luff curve and sails in existence before the publication of the V1.3 Class Rules which have a curved jib luff will be grandfathered and remain class legal.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board(s) located at the race centre or given verbally at the briefing.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions shall be either posted on the official notice board, given verbally at the briefing, or at a skippers meeting called by the race officer during the event.

5 SIGNALS MADE ASHORE

All signals are made ashore at the race centre.

6 SCHEDULE OF RACES

Race times and any other relevant information shall be specified in the Notice of Race or as notified on the DF Racing UK Class Association website.

7 RACING AREAS

The racing area will be notified to competitors at the competitor's briefings.

8 THE COURSES

The course will be shown on the course board at the race centre as required by RRS E 3.2. If this is not possible, it will be verbally described by the Race Officer. During a heat, shortening of the course shall be signalled by two sound signals followed by verbal confirmation of the new finish line on the leg before the leading boat approaches the shortened finish.

9 MARKS

See courses.

10 THE START

10.1 Races will be started by using Rule 26, as amended by Appendix E, E3.5.

10.2 The Race Committee will call for the race and heat number followed by a one or two minutes signal and countdown to start. For multi-fleet events sail numbers for the heat to be sailed will be displayed near the launching area. It is the responsibility of all competitors to start in their assigned heat. Failure to

do so will result in that boat being scored DNS and will not be grounds for redress.

11 THE FINISH

11.1 See course board.

12 TIME LIMITS

12.1 Boats failing to finish within 5 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNS). This changes Rules 35 and A5. This does not apply to Race 1 where there is no time limit (HMS 2.2).

13 SCORING

13.1 For multi-fleet events the Heat Management System (HMS latest version) shall apply. A copy will be available at the race office.

13.2 There will be 1 discard after race 4, then further discards after races 8, 16, 24 and every eight race thereafter.

13.3 Any ties will be resolved in favour of the boat with the most first places. If the tie still exists, the most second places and so on.

14 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority and any other party involved in the organisation of the regatta will not accept any liability whatsoever for loss, material or personal damage (including but not limited to death, injury, consequential damages etc.) sustained in conjunction with or prior to, during, or after the regatta.

17 INSURANCE

Each participating competitor shall have adequate public liability insurance for radio racing, or be members of the MYA, which provides such cover. Overseas entrants shall be members of their own national body and shall have adequate public liability insurance.

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