**Guidelines for the organisation of a British Finn Association event or championship**

**Context**

The British Finn Association provides racing, through recognised RYA Clubs for members of the British and International Finn Associations. The majority of the British Finn fleet are over the age of 40yrs with strong competition from the 16yr old’s through to those over 70 years. Many have extensive international experience and therefore expect high standards of race management.

This document has been created to bring consistency to our events and to provide some useful guidance to Club organisers. It provides information about the format, and provide guidance for open meetings, and championship events. It also includes an out line copy of a standard Notice of Race, entry form and sailing instructions.

**ORGANIZATION AND COMMUNICATION**

1. **ORGANISATION AUTHORITY**
   1. The club running the event is called ”the ORGANISING AUTHORITY” or OA.
2. **ORGANISATION OF A BFA EVENT**
   1. The orgnaising club OA will organize and manage the open meeting or championship in close conjunction with the BFA Secretary.
3. **CONTACT PERSON**
   1. The OA will appoint one person who will be the primary contact between the BFA Secretary and the organising club. E-mail addresses and cell phone numbers will be provided.
4. **LOCAL PERMISSIONS**
   1. The OA will acquire, and take full responsibility for, establishing and maintaining all the relevant permissions and licenses required to run the event. This will include liaison with authorities such as the Police, Military, environmental organisations, local and port authorities, Community, health and safety, etc
5. **ADVERTISING**
   1. Advertising will be according ISAF Advertising Code.
   2. Competitors may be required to put event sponsor stickers on their boats.
6. **PRESS COVERAGE**
   1. Whenever possible the Finn Class will provide the press coverage of the event with reports, photos and video footage, published during and after the event on the BFA website, electronic newsletters and social media feeds. The organisers may be asked to provide additional on-the-water photographs through a local photographer and to provide coverage of the event in local and national media.
7. **PARKING PLACES**
   1. Parking arrangements for boats, cars trailers and camper vans and any associated costs should be communicated to the BFA as soon as possible and included in the Notice of Race. Ideally there must be a (free of charge) car and van parking close to the club area for competitors throughout the event.
8. **BOAT PARKING PLACES**
   1. There must be sufficient dinghy parking spaces for around 60 Finns and 50 road trailers on the beach or in the immediate vicinity of the club.
9. **SLIPWAYS/ Trolley recovery/ bow numbers.**
   1. There has to be sufficient launching facilities to be able to launch and recover the entered number of Finns within a thirty minute period.
   2. Sufficient support and assistance must be available to assist competitors to launch and recover. A system must be in place for the storage of the launching trolleys that will ensure competitors can easily locate their trolleys and recover their boats after sailing.
   3. When sailing on salt water the organising club will provide sufficient fresh water hose pipes in the boat park so competitors can rinse their boats after the sailing, each day.
10. **ENTRIES AND REGISTRATION**
    1. Entries can be collected by the organising club or by the BFA. The organising club must produce an entry form identifying the separate age group classifications and boat classifications.
11. **LIABILITY**
    1. Each competitor is required sign a form to confirm the following items:

- a liability clause.

- they have understood and abide by the risk statement as written into the notice of race

- the boat has a valid measurement certificate and the boat meets the IFA Class Rules

Participant sailors should be members of the BFA, or through membership of international Finn class association the IFA

- the competitor has a third party insurance to an amount of at least £3000.000, This amount to be fixed in the Notice of Race (NoR).

**SCHEDULE**

1. **RACES**
   1. The preparatory signal for the first race will normally be at 12:00 .
   2. Races on the second and subsequent days may not commence before 10:00
   3. The last race will be sailed on the final day should start before 15:00.
   4. A maximum of four races may be sailed each day.
2. **SKIPPERS MEETING**
   1. On the firstmorning there will be a skippers meeting. A Club official should welcome the competitors. The Race Committee and judges will be introduced to competitors. The principal race officer will identify the weather forecast, tides, hazards and racing plans and receive and respond to questions from competitors about the sailing instructions.

**RACE COMMITTEE / JURY**

1. **RACE COMMITTEE**
   1. The Race Committee are expected to be experienced and qualified. The Race Officer should be an RYA qualified Race Officer with knowledge of the local hazards and conditions and sympathetic to the needs of the Finn sailors.
2. **JUDGES AND PROTEST COMMITTEE**
   1. The OA will organise a protest committee and advise the BFA of the chairman prior to the start of the event. The BFA reserves the right to require the OA to appoint of a judge for a national championship event, and will assist the OA in finding one.
3. **RULES 42 and 31**
   1. The Jury will apply Appendix P of the Racing Rules of Sailing with regard to rule 42 and may draw attention to boats that break rule 31 during the rounding of the marks.

**SAFETY**

1. **RESCUE/PATROL BOATS**
   1. The OA is responsible for allocating personnel to rescue boats in accordance with the conditions. As a minimum there shall be sufficient patrol boats in order to secure the competitors safety. There shall be at least 1 patrol boat for 15 competitors.
   2. Each designated patrol boat shall have 2 qualified people (holding RYA Powerboat level 2 or higher) on board, of which 1 shall be able to jump into the water for assistance, when necessary.
   3. Patrol boat crews are asked to help Finn sailors back into their boats following a capsize, many struggle to get back into the boat following a capsize, due to the high feeboard, – they are then allowed to continue racing. (See Appendix A)
   4. Patrol boat crews should be briefed in righting an inverted Finn dinghy.
2. **SIGN OUT / SIGN IN SYSTEM**
   1. When sailing at sea or large lake a sign out/in system is recommended for each racing day.
   2. This will be included in the Sailing Instructions, together with the penalty for not having signed in or out. This will normally be a nominal monetary penalty payable to a local charity.

**SAILING**

1. **COURSES**
   1. Courses will be either windward-leeward (preferred) course with spreader at the windward mark and a gate or single mark at the leeward end, or triangle sausage course.
   2. Target time for a race: 45 minutes. Maximum time for a race 120 minutes.
   3. Sailing instructions must clearly state:
      * 1. how courses will be displayed to competitors with the number of rounds
        2. the expectations to sail through the start line and how the finish line will be managed.
2. **LIMITED WIND SPEED**
   1. Racing will normally take place if at the start of the race the wind is greater then 20knots or less than 5 Knots. The decision to start, abandon or postpone a race will be made by the principal race officer (PRO).
   2. The PRO is also responsible for establishing the wind strength for rule 42 to allow or rescind pumping, through the use of Q and R code flags and appropriate sound signals. The minimum wind strength for open pumping is 10 knots.
3. **FORMAT OF EVENTS**
   1. The format of the event will normally be agreed with the BFA 6 months prior to the event to account for local conditions and the likely number of entries.
   2. Eight races will be scheduled for a National Championship. Most other events will normally have five or six races.
   3. The format will be identified at least one month prior to the event. It will depend of the expected number of entries and what is realistic on the sailing water.

1. **SCORING**
   1. The low point scoring system, Rule A2, will apply. After 5 races or more the worst score of each competitor will be discarded.
2. **STARTING SIGNALS**
   1. Audible signs will be given, when possible by a hooter or gun.
   2. Flags should be flown as high as possible and should not be obstructed by personnel or other part the committee boat.
   3. The flag pole on the start line should be clearly seen from the buoy end of the start line.

1. **RESULTS**
   1. The OA will provide results on a daily basis and post them on the race noticeboard and to publish them online as soon as possible after racing
   2. Final result lists will be printed for use in the prize giving ceremony a digital copy will be provided to the Secretary immediately after the event.

- Overall results will identify all the categories identified on the entry form

- Under 23 Aged 23 or under

- Open Aged 24 - 39

- Masters. Aged 40-59 years.

- Grand Masters. Aged 50-59 years.

- Great Grand Masters. Aged 60-69 years.

- Legends. Aged over 70 years.

- Classic with Carbon Boats built before 1985 with a carbon mast and modern plastic sail

- Classic Finns. Boats built before 1985 with alloy/wooden masts with dacron or cotton sail

1. **RECOGNITION OF A CHAMPIONSHIP**
   1. There will be a recognised Championship when 3 races or more have been completed.
2. **PRIZES**
   1. The supply of prizes will be agreed with the BFA Secretary and will be dependent on how the event is financed.

**DOCUMENTS**

1. **DOCUMENTS PROVIDED TO THE BFA**
   1. Once written by the OA the Notice of Race (NoR) shall not be changed without approval of the BFA Secretary.
   2. Once written by the OA the Sailing Instructions (SI’s) shall not be changed without approval of the BFA Secretary.
   3. The NOR and SI’s must be approved by the BFA Secretary before publishing. The NoR must be published one month prior to the start of the event.
2. **Prizes for British Finn Association National Championships**
   1. **Perpetual prizes for National Championships:**

* First place of the overall results (Gold Cup)
* First Grand Master
* First Grand Grand Master
* First Legend - Till/Torrence Trophy
* Various trophies for winning races

* 1. Perpetual trophies for Masters Championships

1. First place overall
   1. Perpetual trophies for Inlands Championships
2. First place overall
   1. Also prizes for:
3. Top 3 U 23
4. Top 3 Open
5. Top 3 Masters
6. Top 3 Grand Masters
7. Top 3 Grand Grand Masters
8. Top 2 Legends
   1. BFA Open Events – the allocation of prizes is left to the discretion of the OA
9. **Data Protection.**
   1. At no time may the contact information for competitors be passed to a third party for their use. This would be a breach of data protection. OAs must comply with the BFA GDPA policy and expectations.
10. **Acceptance of these Guidelines**
    1. The British Finn Association will assume that the OA undertakes to cover all the requests and matters in the guidelines and that an email accepting the offer to run an event will act as confirmation that the guidelines will be met.

**Appendix A**

Managing a Capsized Finn

Communication with the skipper of a capsized boat is key. Please keep talking to them to find out how best you can offer assistance. Here are a few pointers.

The Finn is a difficult boat to right from a rescue boat especially if there are any waves. There is no rigging to grasp and safety boat crews must be mindful of the damage their boat can do to an upturned Finn hull. The boat will invert quickly following a capsize. Most helms are adroit at climbing onto the upturned hull and getting the boat onto its side. However, once onto its side the hull and centerboard are very difficult to hold onto – beware the rear edge of the centerboard is very sharp and will easily cut flesh – leaving a nasty knife like cut.

Many Finn sailors at UK events are over the age of 40 with several sailors in their late 60’s and 70’s. We ask that safety boat crews are aware of these personnel and seek to provide them with help to get back into their boats following a capsize. Whenever possible if rescue crews can hold the top of the mast it can prevent the boat inverting and give the crew the time to get onto the centerboard.

When a helm is struggling to right an inverted boat it can be helpful to place the rescue boat in a position to grab the mast – there is no rigging on the Finn, so the only hold is the mast – please ensure the engine of the boat is clear of the boat and sail.

Crews who have battled to get the boat onto its side following an inversion will inevitably not be able to climb on the center board and will frequently need help to get back into the boat on the windward side. The shape of the Finn and the shape of the buoyancy aid makes getting in difficult. This is the point rescue boats can assist by lifting the sailor into their boat or helping hold down the windward side to enable them to get aboard.

**Appendix B**

## Notice of Race

(NOR and integrated Entry form)

# Finn Open Meeting

**Saturday th & Sunday th**

1. **Organising Authority**:\*\*\*\*\*\*.
2. **Rules**: Racing will be governed by the ISAF Racing Rules of Sailing 2017-2020, the Prescriptions of the RYA, this Notice of Race, the Sailing Instructions issued for this event and the class rules. In the event of a conflict, the sailing instructions shall take precedence.
3. **The RRS will be changed as follows**
   1. RRS35 changed to score boats finishing outside the time limit in their observed position on the course.
   2. RRS 40 changed so that RRS 40 applies at all times when afloat. Code flag Y will not be displayed.
4. RRS 41 Boats that infringe RRS 41 (Outside Assistance) by accepting assistance in righting their boat after a capsize in a “Club” race shall not be penalised so long as they resume racing in the vicinity of the capsize without gaining any other advantage. Whilst on this topic are we all agreed that if sailor becomes detached from their Finn “is in danger” and can be returned to their Finn within RRS 41 (a).
5. RRS 63.7 changed so that in the event of a conflict between the NoR and the sailing instructions, the sailing instructions shall prevail.
6. **RYA Racing Charter**: Competitors should note that \*\*\*\*\*\* as the organising authority implements the RYA Racing Charter and that all competitors are required to sail in compliance with the Charter, which can be found in the RYA rule book or at www.rya.org.uk/racing/charter
7. **Advertising**: Boats may be required to display advertising chosen and supplied by the organising authority.
8. **Eligibility**: The event is open to all paid up members of the British Finn Association other Finn national associations of the IFA. All boats and personal equipment may be subject to checks to confirm adherence to class rules.
9. **Entry fees**: The entry fee for the event is £???. Entries may be completed at registration on Saturday.
10. **Registration**: Registration will be from 09:00 on Saturday th in the club house.
11. **Races**: There will be a maximum of !!! races. A maximum of $$ discard will be allowed. The first race will not start before 12:30 on Saturday. The last race will not start after 15:00 on Sunday. The target duration of each race will be 45 minutes.
12. **Briefing**: There will be a competitors briefing at 10:30 on Saturday and 09:00 on Sunday.
13. **Sailing Instructions**: The sailing instructions will be published when available on the Club and BFA websites and issued at registration.
14. **Race area**: The race area will be\*\*.
15. **Risk Statement**: Rule 4 of the RRS states: “The responsibility for a boat’s decision to participate in a race or continue to race is hers alone” and that sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
    1. 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;
    2. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
    3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
    4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
    5. The provision of a race management team, patrol boats if any and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
    6. The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;
    7. Personal buoyancy shall be worn by all competitors whilst afloat;
    8. Their boat is required to hold adequate insurance and in particular, to hold insurance against third party claims in the sum of at least £3,000,000.

*The club may add any specific dangers or risks associated with the venue – to ensure all sailors are aware of these risks and attend the safety briefing.*

1. **Prizes**: Prizes will be awarded to at least the first five boats overall and to the first classic boat. Other prizes may also be awarded.
2. **Social**: The entry fee includes afternoon tea each day. Breakfast will be available in the \*\*\*\*\*\* from 08:00 both Saturday and Sunday mornings.
3. **Further Information** may be obtained from:

Finn Open 2018

# Saturday th & Sunday th October

### Please Print

Sail number ………………………Helm (Given and Family name) ………………..…………………..….…

***Please tick one of each row below***

**Standard Race Finn ⬜ Classic with Carbon ⬜ Classic Finn ⬜**

**U23 ⬜ Open ⬜ Master ⬜ Grand Master ⬜ Great Grand Master ⬜ Legend ⬜**

##### **Contact Details**

|  |  |  |
| --- | --- | --- |
| Address | Postcode | |
|  |
| Email |  | |
| Emergency contact |  | Name |
| Sailing Club |  | |

#### This declaration must be signed

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event. In particular, I have read the section of the Notice of Race covering the risk statement and agree to the statements contained in it.

The information you provide in this form will be used solely for dealing with you as a member of the BFA or by \*\*\*\*\*\*. The BFA and the host club have Data Protection Policies. Your data will be stored and used in accordance with these policies. It will be destroyed when the event is completed, unless the law requires it to be further retained (e.g. for accounts). Please raise any queries concerning this policy with the Hon Sec of the BFA. The Policy details how personal data is processed to enable the BFA and the Club to perform its contracts with members concerning training etc. Data is retained for the legitimate interests of the BFA and \*\*\*\*\*\* in operating a Finn sailing event.

The BFA or the Club may arrange for photographs or videos of racing and other activities, these may be published on the BFA or Club website or social media. If you consent to you/your child’s image being used by the Club in this way, then please tick here. **□**

Signed ………………………………….…………….Name ………………………………………Date of birth (if under 18)…………….…...

Entry Fee: £35 (Cash or Cheque only please)

Please make cheques payable to ‘\*\*\*\*\*\*’ and write the sail number on the back of the cheque.

Parent or Guardian Declarations (Required if the helm is under 18)

Under Law, this helm is my dependent and I accept the safety section of the Notice of Race and agree to the statements contained within it. I confirm that my dependent is competent to take part and I am responsible for my dependent throughout the event. During the time my dependent is afloat I will be around \*\*\*\*\* or I will inform the Race Officer in writing who is acting in loco parentis in my absence.

Signed …………………………… Name ………………………………..

Address ……………………………………………………………………………………………………………

Appendix B

|  |  |  |
| --- | --- | --- |
|  | **\*\*\*\* Sailing Club** |  |

Tally No:……..

# Finn open and \*\*\*\*\*

###### Saturday, Sunday October 2018

Saturday 1st HW 14:18

Sunday 1st HW 14:58

Sailing Instructions

1 **RULES**

* 1. Racing will take place under The Racing Rules of Sailing 2017-2020 (RRS), the Class Rules, The Notice of Race and these Sailing Instructions (SIs). In the event of a conflict these SIs shall apply.
  2. Competitors should note that \*\*\*\*\* implements the RYA Racing Charter and that they will be required to undertake to sail in compliance with the Charter which can be found at the front of the RYA rule book.
  3. Competitors should be aware that RRS 35, 40, 41, 63.7 have been changed in the NoR.

# NOTICES TO COMPETITORS

* 1. Notices to competitors will be posted on the official notice board located in the main hall at Shore House.
  2. There will be a competitors briefing at 10:30 on Saturday, and 09:00 on Sunday in the club house.

# CHANGES TO SAILING INSTRUCTIONS

* 1. Any change to the sailing instructions will be posted before the briefing on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

# SIGNALS MADE ASHORE

* 1. Signals made ashore will be displayed on the main Club flag staff.

# SCHEDULE OF RACES

* 1. The scheduled time of the warning signal for the first race on Saturday is 12:25 and on Sunday is 10:55.
  2. There will be a maximum of ???races. A maximum of 1 discard will be allowed. All races will be back-to-back. At the discretion of the race committee up to 4 races per day may be sailed on any day in order to complete the series.
  3. No start sequence will commence after 15:00 on Sunday except following a general recall of that race.

# CLASS FLAGS

* 1. The class flags will be a flag with the Finn insignia or Code Flag ‘D’.

# RACING AREAS

* 1. The Race Area will be between ????? which is approximately 1.5 miles from the Club. Any change to the intended race area will be announced at the briefing.
  2. Competitors will be escorted to and from the race area.

# THE COURSE

* 1. The Course will be either Triangle/Sausage or Windward/Leeward. The diagram in Appendix A shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark will be passed. The course, number of laps and approximate bearing to the windward mark will be indicated from the Committee Boat.

# MARKS

* 1. Marks 1, 1a, 2 and 3 will be orange inflatable buoys.
  2. The outer distance starting mark will be a committee boat or a dan buoy flying an orange flag.
  3. The outer distance finish mark will be a small orange inflatable buoy.
  4. The race committee may use marks of a different size/colour and the start and finish marks may both be in place at the same time.

# THE START

* 1. Races will be started by using Rule 26 (5, 4, 1 Go).
  2. The starting line will be between the staff displaying an orange flag on the committee boat and the port-end start mark staff displaying an orange flag.
  3. A boat starting later than 4 minutes after her starting signal will be scored did not start (DNS). This changes RRS A4 & A5.

# CHANGE OF THE NEXT LEG OF THE COURSE

* 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.
  2. Changes of length of the leg or of less than 10 degrees will not be signalled. This changes RRS 33.
  3. When code flags ‘F’ is displayed with repeated sound signals at the leeward mark 3, boats shall round the mark and proceed directly to the finish.

# RULE 42

* 1. RRS APP P5 and Finn Class Rule C1.1, including the recommended 10 knots, shall apply except that the wind speed will be measured on the main committee boat.

# THE FINISH

* 1. The finishing line will be between the staff displaying a blue flag on the committee boat and the port end finish mark.

# TIME LIMITS

* 1. The intended duration of each race is 45 minutes.
  2. To expedite the series, and at the race committee’s discretion, boats failing to finish within 10 minutes of the first boat may be finished on the course and given the position equivalent to their place on the water.

# COMMITTEE BOAT IDENTIFICATION

* 1. The committee boat will display a \*\*\*\*\* committee flag and club burgee, and will be identified during the initial briefing.

# PROTESTS AND REQUESTS FOR REDRESS

* 1. A boat that intends to protest shall inform the committee boat immediately after finishing the race in which the incident occurred.
  2. Protest forms are available at \*\*\*\*\*. Protests shall be delivered there within the protest time limit.
  3. The protest time limit is 30 minutes after the last boat returns ashore.
  4. Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the earliest opportunity.
  5. The exoneration penalty and RYA Arbitration Procedure as described in the ‘RYA Guidance – Rules Disputes’ shall apply. The exoneration penalty shall be 30% with a minimum of 4 places.

# SCORING

* 1. When 5 or 6 races have been completed, a boat’s series score will be the total of her race scores excluding her worst score. When 4 or fewer races have been completed all races shall count.

# SAFETY REGULATIONS

* 1. **Boats shall ‘tally out’ immediately before launching and ‘tally in’ immediately on returning ashore.** Failure to comply with this sailing instruction will result in a 5 point penalty in the race closest to the infringement, other boats will not be rescored. A boat will not be scored worse that a disqualified boat as a result of this penalty. This changes RRS 63.1.
  2. The tally board/signing in /out will be located in \*\*\*\*\*club house. Individual tally numbers will be issued at registration. The tally board will close 15 minutes after the last boat returns ashore.
  3. A boat that retires from a race shall notify the race committee as soon as possible and shall not leave the race area without the permission of the race committee.

# EQUIPMENT AND MEASUREMENT CHECKS

* 1. Each boat shall be in possession of a valid measurement certificate and may be asked to produce it at any stage. There will be no formal measurement but the race committee reserves the right to measure/inspect any boat or equipment at any time for compliance with the Finn class rules.

# SUPPORT BOATS AND INSTRUCTION

* 1. Support Boats are only allowed with the prior approval of \*\*\*\*\*and drivers may be asked to show competence in driving such a boat of at least RYA PB2. Support boats if allowed shall have VHF radio communication with \*\*\*\* and the committee boat and shall be identified at registration.
  2. Unless agreed or instructed by the race committee, team leaders, coaches and other support personnel shall stay outside area where boats are racing from the time of a preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.

# PRIZES

* 1. The event prize giving will be held as soon as possible after racing on the final day.

# RISK STATEMENT

* 1. Rule 4 of the RRS states: “The responsibility for a boat’s decision to participate in a race or continue to race is hers alone” and that sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor 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 and other officials and volunteers by the event 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 practically be provided in the circumstances;

# g. personal buoyancy shall be worn by all competitors whilst afloat;

# h. each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000.

**Appendix A - Courses**

A.1 There will be two courses with marks rounded to port. The marks in ***bold and italics*** are repeated for the displayed number of laps. Boats do not need to pass through the start/finish line when sailing from Mark 3 to Mark 1.

**Course ‘WL’ Windward / Leeward.**

Start

***Mark 1, Mark 1a, Mark 3* (1 lap)**

Finish**.**

**Course ‘TS’ Triangle & Sausage.**

Start

***Mark 1, Mark 2, Mark 3 (Odd numbered laps)***

***Mark 1, Mark 3*** ***(Even numbered laps)***

Finish**.**

(e.g. Triangle/Sausage is 2 laps, Triangle/Sausage/Triangle is three laps)

A.2 The Course and number of laps to be sailed will be displayed on the side of the Committee Boat.

A.3 Mark 3 may be a single buoy or a gate. If 2 buoys are laid to form a gate, boats shall pass between the 2 buoys that are the marks of the gate from the direction of the previous mark, rounding either one.

**Course Layout**

Wind

Direction

2

3

Start

Finish

1

1a

This diagram is not to scale.