



## Derek Male / PPSA Ullman Series

### Sunday 19th July 2026 Notice of Race & Sailing

#### Instructions

Organising authority: Tamar River Sailing Club

#### 1. RULES AND SAFETY

- 1.1 The event will be governed the Rules as defined in the Racing Rules of Sailing, (RRS), prescriptions, the rules of the One Design Classes (except as any of these are altered by these sailing instructions), and by these sailing instructions. White sail races will be governed by the International Collision Regulations (Colregs).
- 1.2 Boats shall comply with such regulations as may be in force within the Dockyard Port of Plymouth. Plymouth is a Naval/ Commercial Port, shipping movements can be frequent and must have priority. Boats, at all times, must keep clear of ships leaving or entering the port and obey instructions from the Race Committee where avoiding action is necessary. Failure to obey Race Committee Instructions may be treated as misconduct. The Dockyard Port of Plymouth Order 2020 shall apply.  
See: <https://www.legislation.gov.uk/uksi/2020/1261/made>
- 1.2.1 Boats shall not pass, when racing, between Drake's Is and Mt. Edgecome.
- 1.3 The Post Race penalty and the Advisory Hearing and Arbitration Procedures of the RYA will be available at this event.
- 1.4 Competitors should note that the Tamar River Sailing Club implements the RYA Racing Charter and entrants will be expected to sail in compliance with it.  
See: <https://www.rya.org.uk/racing/rules/racing-charter>
- 1.5 It shall be the sole responsibility of each boat to decide whether or not to start or continue to race.
- 1.6 The safety of a boat and her entire management, including insurance, shall be the sole responsibility of the owner/competitor who must ensure that the boat is fully found, thoroughly seaworthy, and manned by crew sufficient in number and experience, who are physically fit to face bad weather. The owner/competitor must be fully satisfied as to the soundness of the spars, rigging, sails and all other gear, and ensure that all safety equipment is properly maintained, stored and in date, and that the crew know where it is kept and how it is to be used.
- 1.7 The Organising Authority, shall not be liable for any loss, damage, death or personal injury, howsoever caused, to the owner/competitor, a skipper or crew as a result of their taking part in races. Moreover, every owner/competitor warrants the suitability of their boat for any race entered.
- 1.7.1 By putting to sea participants imply the suitability of their boat and the competence of the skipper and the crew for the expected or forecast conditions.

# Tamar River Sailing Club



- 1.7.2 Nothing done by the organisers (i.e. the club, the race management team, patrol craft and anyone helping to run the event) will relieve participants of their responsibilities.
- 1.7.3 The provision of patrol craft does not relieve participants of their responsibilities.
- 1.8 When Flag 'Y' is displayed with one sound before or with the warning signal, competitors shall wear lifejackets or other adequate personal buoyancy.
- 1.8.1 It is the owner / helms responsibility that adequate personal buoyancy must be worn at all times whilst participating in a race by crew members under the age of 18 years.
- 1.9 Each participating boat shall. Be insured with valid third-party liability insurance with a minimum cover of £3m per incident or the equivalent.
- 1.10 Competing yachts shall fly a distinguishing pennant corresponding to their Class.

## 2. ENTRY

Entries shall be made on the TRSC Entry Form, stating name / type of boat and sail no.; YTC/IRC/Mocra No.; skipper's name and contact details; emergency shore contact details; number of crew and declaration - is available on the TRSC Webpage. Late entries may be considered at the discretion of the Race Committee.

## 3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Race Notice Board located in the Tamar River Sailing Club.

## 4. CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the Official Notice Board and WhatsApp group before 1000 hrs on the day they will take effect. Oral instructions may be given regarding the description and location of Marks 'X' and 'Z'. Broadcast messages via VHF CH37/M1 may be given to detail course changes, or detail boats subject to recall. Failure to make or receive such transmissions shall not constitute grounds for redress under RRS 61.1a.

## 5. CLASSES, CLASS FLAGS AND START TIMES

CLASS	PENNANT	START TIME
Multihull	N/A	11.00
IRC	4	11.10
YTC	3	11.10

# Tamar River Sailing Club



5.1 Any delayed starts will see the Flag 'AP' displayed. On lowering a sound signal will be given. The start sequence will commence 1 min from the lowering of 'AP'.

5.2 Dependent on the number of entries received, the race committee may decide to combine some classes.

5.3 Boats will be rated under RORC YTC / IRC system

5.3.1 Vessels competing in the Ullman Series under IRC will race the Long-Distance race under YTC but have their results extracted and recalculated for that class result. As this is a combined event, only TRSC members will be entitled to compete for the Derek Male Cup.

## 6. SCHEDULE

Sunday 19 <sup>th</sup> July	- 1110 – USPPSA – YTC / IRC
Sunday 19 <sup>th</sup> July	- 1100 – USPPSA - Mocra
Sunday 19 <sup>th</sup> July	- 1110 – TRSC Derek Male Cup
	- 1700 (or thereabouts) – Prizegiving

## 7. COURSES AND MARKS

7.1 The course will be announced over VHF channel 37.

## 8. START / FINISH LINE

8.1 TRSC START LINE. The Start/Finish Line will be an extension of a line through the two striped posts situated in front of the TRSC Race Office and the Club seawall. The sea wall transit post may be moved at the discretion of the race officer. N.B. THE TRSC FLAGSTAFF DOES NOT FORM ANY PART OF THE START/FINISH LINE.

# Tamar River Sailing Club



# Tamar River Sailing Club



- 8.3 Once finished boats should keep clear of the line to allow other boats to cross unimpeded, while also allowing the Race officer a clear view of their crossing.

## 9. THE START

- 9.1 Races will be started in accordance with RRS 26.

- 9.2 Duty to keep clear: A boat whose warning signal has not been made shall KEEP CLEAR OF THE START LINE AREA and of all boats whose warning signal has been made. Failure to comply with this instruction may lead to protest by a boat whose start has been impeded and/or the Race Officer who may disqualify the offending boats without redress. If there is a protest, the taking of a penalty at the time of the incident shall not be available. This adds to RRS 23.

## 10. SIGNALS

All signals will be in accordance with RRS Race Signals, (except as modified by these sailing instructions), and will be displayed at the Tamar River Sailing Club. Race start procedures for the Sunday Long Distance Race will also be broadcast on VHF CH37/M1 only.

- 10.1 CHANGE OF COURSE SIGNAL. (Addition to RRS Race Signals).

- 10.1.1 Flag 'F' displayed PRIOR to the warning signals indicates "The course has been changed from that previously set". This signal will be accompanied by one long sound signal. It shall be the sole responsibility of each boat to ascertain the revised course.

- 10.1.2 Flag 'C' indicates "The course has been changed". The Race Officer may change the course by changing the lettered boards displayed adjacent to the start/finish line. A course may be changed for individual classes or all boats. This signal will be accompanied by a repeated sound signal as the leading boat of an affected class approaches the start/finish line (either at the end of a lap or 'half lap') and will be kept displayed until all boats have crossed the start/finish line. The course change may also be broadcast on VHF CH 37/M1. Failure to receive such transmissions shall not constitute grounds for redress. It shall be the sole responsibility of each boat to ascertain the revised course.

- 10.2 SHORTEN COURSE SIGNALS. (Alters RRS Race Signal 'S').

- 10.2.1 Flag 'S' indicates "Finish the race at the prescribed finish line at the end of the round still to be completed by the leading boat.

- 10.3 RECALLS

- 10.3.1 INDIVIDUAL RECALL - When at the starting signal for its Class any part of a boats hull,

crew, or equipment is on the course side of the starting line the Race Officer shall make a second sound signal and raise Flag 'X' until such boats are wholly on the pre-start side of



the starting line, or, for four minutes after the starting signal whichever is the earlier. The onus of returning to start correctly lies entirely with the boat or boats concerned. A broadcast message may be transmitted on VHF CH 37/M1 at least one minute after the Start detailing boats subject to recall. The failure to receive such transmissions shall not constitute grounds for redress.

10.3.2 GENERAL RECALL (Exception to RRS 29.2) – ‘First Substitute’ General Recall Signal indicates that the class is recalled for a fresh start in accordance with SI 10.3.3. This signal will be lowered after four minutes. The lowering of the First Substitute will not be accompanied by any sound signal.

10.3.3 In the event of a General Recall, the class or classes concerned will start at five-minute intervals after the last class in the programme and in the same order as that in which the General Recalls occurred.

10.4 ABANDONMENT (Exception and Addition to RRS 32)

10.4.1 Flag ‘N’ over ‘X’ indicates “Race is abandoned (with result)”.

10.4.2 The race will have been considered to have been completed and will not be re-sailed. The results will be calculated based on the times that the boats crossed the finish line at the end of the last leg, or at a rounding mark of the course completed by the leading boat.

## 11. TIME LIMITS (Replaced RRS 35)

11.1 Flag 'T' (superior to Class Flags if necessary) will be displayed at the expiry of the time limit. The displaying of flag 'T' will NOT be accompanied by any sound signals, unless all boats in all classes still racing are all subject to the signal, in which case Flag 'T' will be accompanied by three sound signals.

11.2		
	Sunday Coastal Race	1830

11.3 If the leading boat of a class completes the course within the time limit, the race will be valid for all other boats in that class which complete the course within the time limit or within 30 minutes of the leading boats elapsed time (90 minutes of leading boat for long distance race), whichever is the sooner.

11.4 If no boat of a class completes the course within the time limit, then the results will be calculated as at the end of the last round completed by the leading boat in that class.

11.5 Boats which stop racing prior to the expiry of a time limit, will be eligible for results in accordance with SI 11.4.

## 12. RETIREMENTS

12.1 Boats retiring shall report their retirement to the Race Committee within 1 hour of finishing or retiring. Boats which fail to report their retirement within that time will be scored DND, unless a satisfactory explanation of the delay is presented to the Race Committee. Boats flying ensigns at the start or during a race will be deemed to have retired.

# Tamar River Sailing Club



## 13. PENALTIES

- 13.1 RRS 44.1 (Amended) Taking a Penalty – A boat may take ONE – Turn penalty in-lieu of a 2 turn penalty, should one or more rules of RRS Part 2 be broken. RRS 44.2 applies.

## 14. HEARING REQUESTS (Modifies RRS 61)

- 14.1 Hearing Requests shall be made in accordance with RRS and shall be lodged in writing with the Race Committee not later than one hour after finishing or retiring, together with a fee of £25 which will be donated to the RNLI. Protests will be heard as soon as possible. This changes RRS 60.3.

## 15. POINTS SCORING (modifies RRS Appendix A)

- 15.1 Scoring will be in accordance with RRS Appendix A, using the Low Points Scoring System. The Novice Helm is a standalone event.
- 15.2 Points for boats which do not score finishing points. The Declared Entry for a class will be equal to the number of entries for that class.

DNF	Did not finish	Competitors +1
RET	Retired after finishing	Competitors +1
DNS	Did not start	Competitors +1
OCS	On course side	Competitors +1
DSQ	Disqualification	Competitors +1
DND	Disqualification and not discardable under RRS 1.3	Declared Entry +1
DNC	Did not complete	Declared Entry +1

## 16. NUMBER OF RACES TO COUNT

- 16.1 One race will count.  
This race counts towards one of the PPSA ULLMAN series

## 17. PRIZES

- 17.1 The prizegiving and BBQ will be held at approximately 1700 hrs. on Sunday 19<sup>th</sup> July.

## 18. CONTACT DETAILS

- 18.1 The Race Officer will normally be reachable by VHF CH37/M1 while boats are within LOS of the clubhouse. They will not be able to respond immediately during the Start procedure.
- 18.2 The clubhouse is reachable on 01752 362741 for when outside of VHF range. Alternatively, contact RC Sail – Mob. 07592 015534.

# Tamar River Sailing Club



## Tamar River Sailing Club Sailing Committee

Annex:

- A. Long Distance Race/Ullman Series, 19<sup>th</sup> July 26 amendment.
- A1. Word Sailing Offshore Special Regulations – Category 4 Checklist.
- B. Marks of the Tamar/Hamoaze.
- C. Marks of Plymouth Sound.
- D. Position of L4 Data Buoy.

# Tamar River Sailing Club



## Annex A to TRSC Regatta Sailing Instructions Long Distance Race / Ullman Series Amendment

This year's Derek Male Cup is to be held on Sunday 19<sup>th</sup> July 2026 and will comprise a long distance race which also forms part of the Plymouth joint clubs Ullman Sails Plymouth Race Series (USPRS) organised by the Port of Plymouth Sailing Association (PPSA). This series is sponsored by Ullman Sails and supported by Plymouth Gin. The Ullman Sails Series is **free to enter**, open to all monohulls and multihulls, with participants entering the corresponding races through the supporting sailing clubs' routine events.

The race will commence from the Tamar River Sailing Club (TRSC) start line (SI's 8.2) with the first Class (multi-hulls) starting at 1100. Subsequent combined Classes will commence in order YTC / IRS (Fast), YTC (Slow) and White Sail on completion of the previous Class start signal. Any modifications to this will be given via VHF CH37/M1.

All races will be conducted under YTC ratings; those boats competing in the Ullman Series under IRC will have their results extracted for appropriate recording in the overall USPRS.

**It remains the responsibility of each boat competing are to ensure they have adequate safety equipment onboard appropriate for the size of the vessel and crew. This includes, as a minimum, compliance with the World Sailing Offshore Special Regulations – Category 4. A check list is available at the Appendix to this Annex, which should be completed by each yacht and retained onboard. Yachts with Man Overboard, Serious Injury or Serious Damage requiring assistance are to follow standard marine emergency procedures, such as PAN PAN and MAYDAY, and call Falmouth Coastguard on VHF CH 16 or by telephone. If possible, the Race Officer should be informed.**

Full OSR Cat4 Rule link [click here](#)

While the course for the long-distance race will be dictated by the wind and weather conditions on the day, the intention is to send the Fleet around L4 Scientific Buoy. L4 is a 4m diameter, 5m tall buoy managed by the Plymouth Marine Laboratory, located 50° 15.00' N, 004° 13.00' W, see Annex D. It will be shown on the course boards as 'A'. All other course boards will relate to buoys within Plymouth Sound.

We may, subject to prevailing weather conditions be able to provide Multi Hulls temporary mooring up after racing at TRSC. **Entry is FREE to all competitors.** However, multi-hulls and monohulls are still required to enter via the TRSC entry form for Race Officer awareness and planning. Visiting monohulls are invited alongside the TRSC pontoon on completion of racing or a temporary swinging mooring, and through prior engagement *may* be permitted to remain alongside / raft up overnight on the Saturday night.



# Tamar River Sailing Club



## World Sailing Appendix F

### Inspection Card

For **Category 4 Monohulls**

**JANUARY 2024 – DECEMBER 2025**

© ORC Ltd. 2002, amendments 2003-2024 © World Sailing

**Version 1.14 – 25 November 2024**



#### Instructions

- **PERSON IN CHARGE** (see Racing Rules of Sailing 46): please fill in this form, prepare the boat, initial above each underline and sign where indicated.
- **INSPECTORS** mark each inspected item with a checkmark or cross. Note any deficiencies on the *Deficiency Report*. Show the *Deficiency Report* to the *Person in Charge*, then return the report to the *Race Committee* as soon as possible.

**Boat** \_\_\_\_\_

**Sail Number** \_\_\_\_\_

**No of persons on board** \_\_\_\_\_

**Disclaimer of Liability** The inspection is carried out as a courtesy. An inspector cannot limit or reduce the complete and unlimited responsibility of the owner and the person in charge.

"I hereby declare that I am the *Person in Charge*, that wherever I initial an item on this checklist it conforms to its associated Offshore Special Regulations (OSR), that I have read and understand the OSRs and in particular [1.02.1](#) and [1.02.2](#)

**Signed** \_\_\_\_\_ **Date** \_\_\_\_\_

**Printed Name** \_\_\_\_\_

**Precedence:** The checklist below is in point form. In all cases the full text in the Offshore Special Regulations takes precedence.

		Inspector only ↓	
		Person in Charge initials here ↓	
<b>Lay out on Chart Table or Other Surface</b>			
<a href="#">4.11.2</a>	Charts, plotting equipment. Alternative if all electronic	_____	<input type="checkbox"/>
6.04	Proof that crew-overboard recovery has been practiced within past year	_____	<input type="checkbox"/>
6.04	Proof that abandonment of vessel has been practiced within past year	_____	<input type="checkbox"/>
<a href="#">6.05.3</a>	2 crewmembers familiar with 1st Aid, CPR & communication systems	_____	<input type="checkbox"/>
<b>Lay out on Bunk(s)</b>			
<a href="#">3.29.2</a>	Watertight hand-held marine VHF transceiver	_____	<input type="checkbox"/>
<a href="#">3.29.4</a>	2nd radio capable of receiving weather, could be the handheld VHF	_____	<input type="checkbox"/>
<a href="#">4.08</a>	First Aid Manual and First Aid Kit	_____	<input type="checkbox"/>
<a href="#">4.09</a>	Foghorn	_____	<input type="checkbox"/>
<a href="#">4.16.1</a>	Tools, spare parts, method to disconnect/sever standing rigging	_____	<input type="checkbox"/>
<a href="#">4.23</a>	Flares, 2 orange smoke, LSA III	_____	<input type="checkbox"/>



## APPENDIX F – INSPECTION CARD

<a href="#">5.01</a>	Lifejacket c/w lights, whistle etc., 1 for each crew, marked with name	_____	<input type="checkbox"/>
<a href="#">5.01.1</a>	Each lifejacket has crotch or thigh straps & harness	_____	<input type="checkbox"/>
<a href="#">5.01.4</a>	Each lifejacket inspected by the person in charge within past 12 months	_____	<input type="checkbox"/>
<b>Below Deck Inspection</b>			
<a href="#">3.06</a>	2 exits, at least 1 forward of the foremost mast	_____	<input type="checkbox"/>
<a href="#">3.08.3</a>	Portlights that open inward labelled "NOT TO BE OPENED AT SEA"	_____	<input type="checkbox"/>
<a href="#">3.10</a>	Sea cocks or valves on through-hull openings below waterline	_____	<input type="checkbox"/>
<a href="#">3.12</a>	Heel of keel-stepped mast is securely fastened to structure	_____	<input type="checkbox"/>
<a href="#">3.18.2</a>	Toilet, permanently installed, or fitted bucket	_____	<input type="checkbox"/>
<a href="#">3.19.1</a>	Bunks, permanently installed	_____	<input type="checkbox"/>
<a href="#">3.22</a>	Hand holds below deck	_____	<input type="checkbox"/>
<a href="#">3.27.4</a>	Spare bulbs for navigation lights (not required for LED)	_____	<input type="checkbox"/>
<a href="#">3.28.4</a>	Batteries are of sealed type	_____	<input type="checkbox"/>
<a href="#">4.03</a>	Tapered soft wood plug at each through-hull opening	_____	<input type="checkbox"/>
<a href="#">4.05.1</a>	Fire blanket adjacent to every cooking device	_____	<input type="checkbox"/>
<a href="#">4.05.3</a>	2 fire extinguishers in different parts of the boat	_____	<input type="checkbox"/>
<a href="#">4.12</a>	Safety equipment location chart	_____	<input type="checkbox"/>

<b>At Helm or Ready for Rapid Deployment</b>			
<a href="#">4.22.3</a>	Lifebuoy with self-igniting light, whistle and drogue	_____	<input type="checkbox"/>
<a href="#">4.22.4</a>	Heaving line, pref. 'Throwing sock' type, 6mm (1/4") 15–25m (50–75')	_____	<input type="checkbox"/>
<a href="#">4.25</a>	Strong, sharp knife, sheathed and securely restrained	_____	<input type="checkbox"/>
<b>On Deck, Where Stowed or Ready for Deployment</b>			
<a href="#">3.08.4</a>	Hatch blocking devices (panels) attached and can be secured in place	_____	<input type="checkbox"/>
<a href="#">4.06.2</a>	Anchor, readily accessible	_____	<input type="checkbox"/>
<b>Rigged/Fitted to Demonstrate Use</b>			
<a href="#">3.27.1</a>	Navigation lights, above sheerline and not obscured when sailing	_____	<input type="checkbox"/>
<a href="#">4.10.1</a>	Radar reflector, 30 cm (12") dia. octahedral or minimum RCS of 2 m <sup>2</sup>	_____	<input type="checkbox"/>
<a href="#">4.26.1</a>	Reefing to reduce mainsail luff by 12.5% or a heavy weather jib	_____	<input type="checkbox"/>
<a href="#">4.27.1</a>	Sheeting positions for each heavy/storm sail	_____	<input type="checkbox"/>
<b>General</b>			
<a href="#">2.04</a>	All equipment is readily available, adequately sized, in date and functions	_____	<input type="checkbox"/>

# Tamar River Sailing Club



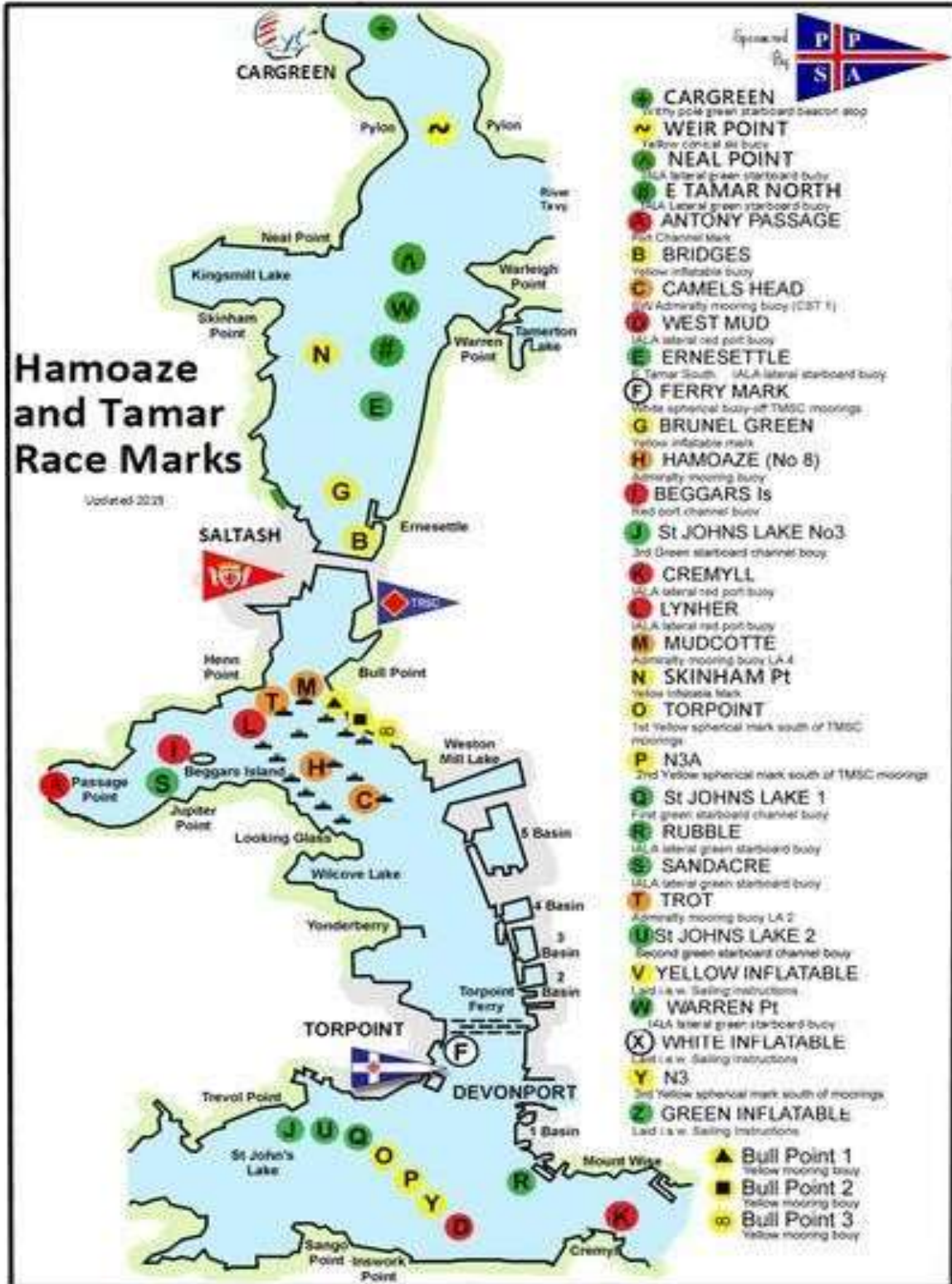
## APPENDIX F – INSPECTION CARD

<a href="#">2.04.2</a>	Heavy items are permanently installed or securely fastened	_____	<input type="checkbox"/>
<a href="#">3.02</a>	Boat is strongly built, seaworthy and watertight	_____	<input type="checkbox"/>
<a href="#">3.08.1</a>	Forward hatches open outward only	_____	<input type="checkbox"/>
<a href="#">3.08.2</a>	Hatches are attached, above water at 90° heel & operable if capsized	_____	<input type="checkbox"/>
<a href="#">3.08.5</a>	Companionway sill is above local sheerline, or acceptable alternative	_____	<input type="checkbox"/>
<a href="#">3.09</a>	Cockpit is strong, watertight and meets OSR size and drainage	_____	<input type="checkbox"/>
<a href="#">3.14</a>	Double lifelines & pulpits, surround entire deck, 600 mm (24”) high	_____	<input type="checkbox"/>
<a href="#">3.23.1</a>	2 strong buckets, each with lanyard and 9 L (2.4 US Gal) capacity	_____	<input type="checkbox"/>
3.23.1	Manual bilge pump	_____	<input type="checkbox"/>
<a href="#">3.23.2</a>	Permanently installed manual bilge pump operable with all hatches closed	_____	<input type="checkbox"/>
<a href="#">3.24</a>	Magnetic compass, unpowered, with deviation chart	_____	<input type="checkbox"/>
<a href="#">3.25</a>	2 halyards per mast, each capable of hoisting a sail	_____	<input type="checkbox"/>
<a href="#">4.01.1</a>	Sail letters and numbers meeting RRS 77 & RRS G	_____	<input type="checkbox"/>
<a href="#">4.13.2</a>	Depth sounder	_____	<input type="checkbox"/>
<a href="#">4.17</a>	Boat’s name on buoyant equipment	_____	<input type="checkbox"/>
<a href="#">4.18</a>	Marine grade retro-reflective material on buoyant equipment	_____	<input type="checkbox"/>

# Tamar River Sailing Club



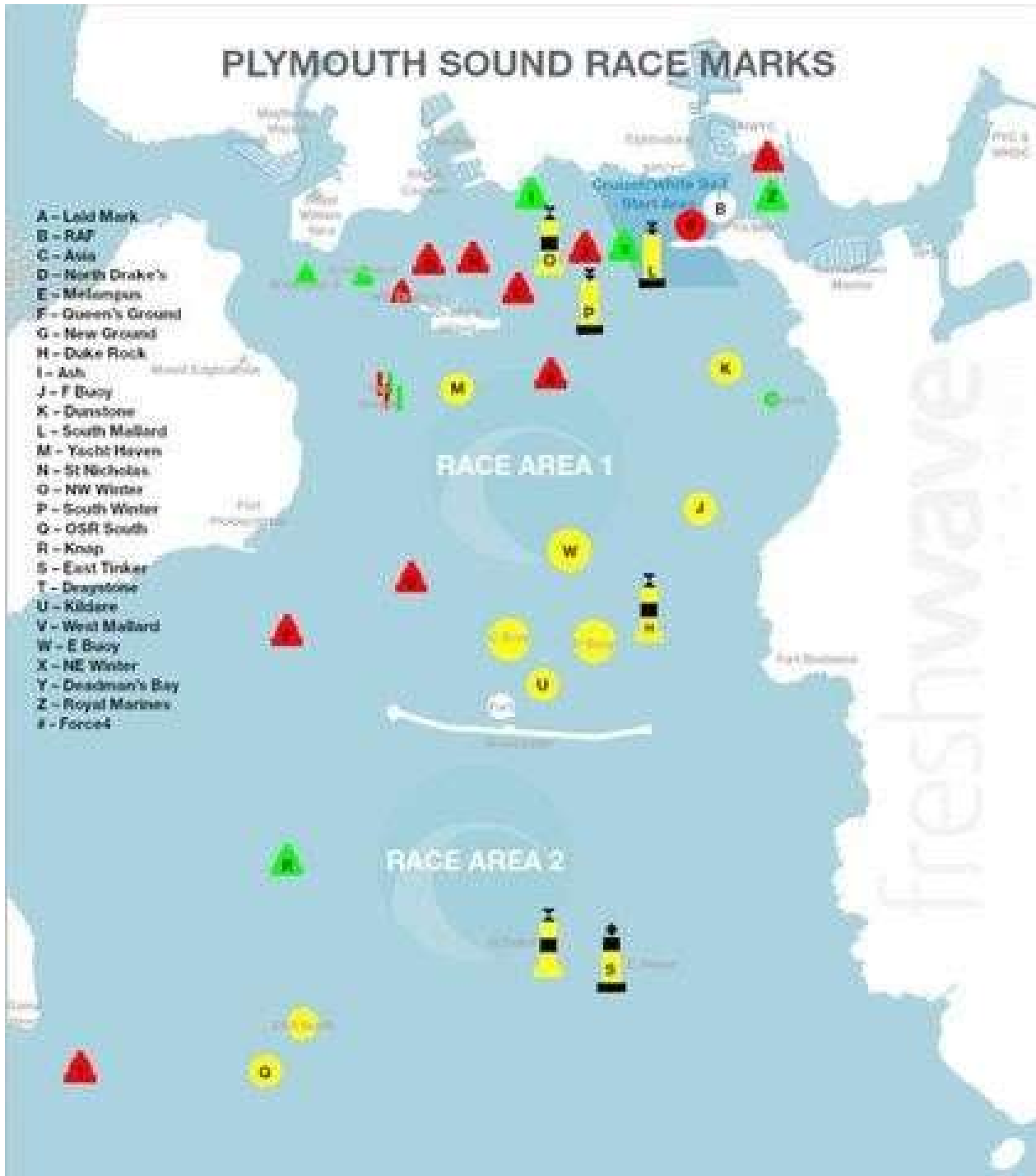
## Annex B: Marks of the Tamar/Hamoaze



# Tamar River Sailing Club



## Annex C: Marks of Plymouth Sound



# Tamar River Sailing Club



## Annex D: Position of L4 Data Buoy

