

BY-LAWS

Updated 22 March 2019

1. Classes of Dinghy

1.1. Further to Article 11 of the Constitution the official Classes of Dinghy for racing are:

Two Handed Dinghy	Class Flag	Single Handed Dinghy	Class Flag
Kestrel	K	Optimist	Opti Class Flag
RS 400		Laser	Green Laser Class flag
Laser 4000		Topper Byte	Byte Logo

1.2. Members are permitted to sail their own boats of any class in the ADSC competitions in the appropriate fleet on a handicap basis.

2. Boat Use

- 2.1. General - ADSC provides boats to encourage sailing among its members. The following rules are designed to ensure responsible usage but the provisions of Appendix 2 - Syndication take precedence over this Bye-law.
- 2.2. Safety - For the sake of safe sailing, the use of ADSC boats is permitted only on Local Waters (see section 8), except as provided in 2.15 and 2.16 below. When any ADSC member(s) plan to sail on non-racing days, they must follow the procedure set out in the Bye Laws section 7.
- 2.3. Due regard must be paid to any instruction which may be issued regarding the part of the shoreline to be used when getting underway.
- 2.4. The general condition of the boat and buoyancy must be inspected before the boat is launched. A boat, which is not seaworthy (e.g. has failed her buoyancy test), must not be taken out. Boats must be buoyancy tested at least twice a year, in March and September.
- 2.5. A paddle and a bailer (both of which must be properly secured) must be carried at all times when sailing a two handed dinghy.
- 2.6. Personal Buoyancy (i.e. a suitable lifejacket or buoyancy aid) must be worn at all times by any person sailing an ADSC boat including club powerboats. Private boat owners are also required to wear equivalent Personal Buoyancy when participating in ADSC races.
- 2.7. To avoid damage to the boat great care must be taken when sailing in shallow waters and a particularly sharp lookout must be kept for coral patches.
- 2.8. The Qualified Helm is responsible for ensuring the boat's safe return to its designated location in the Boat Park and for the stowing away of all gear in the correct manner.
- 2.9. Boats must not be left on any beach unless they are properly anchored or securely tied up and the rudder removed.
- 2.10. ADSC boats must not be taken out when the wind strength exceeds 20 knots.
- 2.11. In the event of capsizing or running aground the Helm and crew should not leave the boat.

- 2.12. The swimming area marked by buoys adjacent to The Club, Abu Dhabi is designated as “out of bounds” to all boats at all times. Entry into this area will result in disqualification from the current day’s race and may also result in loss of Syndication.
- 2.13. The deliberate sailing of two handed dinghies single handed is not permitted except:
- during training sessions which must be under the supervision of a Qualified Helm and with the consent of the Training Co-ordinator. In all instances there must be a safety boat present, or
 - during racing events specifically organised for the single handed sailing of two handed dinghies
 - by Qualified Helms who have been approved by the Syndication Sub-Committee for such sailing, but only if i) there are at least two boats with helms so approved sailing together, and ii) they have complied with the requirements of section 6 for Sailing on Non Race Days .
- 2.14. The sailing of ADSC boats outside Local Waters is not permitted except in the following circumstances:
- during official ADSC approved competitions.
 - on ADSC organized cruises when a safety boat is present.
 - during training sessions in the presence of the Training Co-ordinator, or their authorized representative, and with a safety boat present.
- Permission to sail under the above conditions will ordinarily only be granted to Qualified Helms who have had a minimum of three year’s experience of helming dinghies in Abu Dhabi or elsewhere Such permission may be withdrawn if the conditions are not strictly observed.
- 2.15. Qualified Helms may apply to the Syndication Sub-Committee for special permission to sail outside the limits of Local Waters in conditions other than those in 2.1 4 and, if approved, may then sail outside Local Waters only if a) there are at least two boats with helms so approved sailing together, and b) they have complied with the requirements of Appendix 6 for Sailing on Non Race Days .
- 2.16. Visiting helms may use ADSC boats for cruising or racing at the discretion of any member of the Syndication Sub-Committee but also subject to the provisions of Appendix 2 and subject to paying the appropriate Casual Sailing fee.

3. Insurance of Private Boats

It is compulsory for all private boats participating in ADSC organized racing and cruising events to carry, as a minimum, third party liability insurance.

4. Liability Disclaimer

Anyone who embarks on ADSC dinghies or powerboats does so entirely at their own risk. Neither ADSC, its Officers, Committees, Members, staff of The Club, Abu Dhabi or volunteers accept any liability for damage, accident, injury or loss, material or personal, suffered during the activities of ADSC.

5. Powerboat Usage

- 5.1. ADSC operates four powerboats, the Committee Boat, the Junior Committee Boat and two Rescue Boats (RIBs).
- 5.2. The powerboats are only to be used for racing, officially organised training and other

ADSC organised functions.

- 5.3. Prior to use of the powerboats Members will be required to demonstrate knowledge and skills appropriate to the expected local conditions or comply with any government regulations being enforced.
- 5.4. Personal Buoyancy (i.e. a suitable lifejacket or buoyancy aid) must be worn at all times by any person sailing an ADSC boat.

6. Helmsmanship Tests

Helmsmanship Tests will be conducted by a Helmsmanship Test Supervisor who will be an experienced Qualified Helm appointed for this duty by the ADSC Committee. A list of accredited Helmsmanship Test Supervisors shall be maintained by the ADSC Secretary.

Tests will be conducted in the class of boat that the Test Candidate wishes to sail.

Should a Qualified Helm qualified to sail in one class of boat wish to sail another class of boat then they must satisfy a Helmsmanship Test Supervisor that they are competent to sail this additional class.

The Test Candidate will be required to demonstrate to and satisfy the Helmsmanship Test Supervisor that they have the ability to carry out the following actions and manoeuvres competently and safely in the average weather conditions likely to be encountered in this region.

Rig Boat correctly and be able to name the major parts and rigging of the boat.
Launch boat and sail away from the slipway in a safe manner without danger of hitting anchored boats and with due consideration for other slipway users.
Carry out Tack and Gybe manoeuvres.
Sail boat on all points of the wind (Beat, Run and Reach).
Heave to and hold boat stationary.
Approach an anchored buoy, pick up and retrieve into boat.
Carry out a Man Overboard Drill (Two handed dinghy).
Demonstrate the ability to upright a capsized dinghy in typical sailing conditions, including diving underneath an inverted dinghy to raise a retracted centreboard).
Demonstrate the ability to carry out 360 & 720 degree turns.
Demonstrate the ability to safely approach and land on a lee shore.
Return to the slipway in a safe manner without danger of hitting anchored boats and with due consideration for other slipway users. Recover boat on to trailer correctly.
De-rig the boat safely, wash down the hull and put boat away stowing all gear correctly
Carry out a PRO or ARO Duty on at least two race days one of which must be a Friday. In doing so they should demonstrate that they are competent to handle a power boat and organise and run races. This includes being aware of the required Sign On / Sign Off / Start / Finish / Shorten Course Procedures.
Have a good knowledge of where the local shallow waters are and know where you can and cannot sail.
Have experience of driving the Committee Boat in a safe manner.
Be aware of the Racing Rules and their main objective, which is to avoid contact whilst Racing. Be able to answer brief questions from the Helmsmanship Test Supervisor on the

Racing Rules

7. Racing and Competitions

- 7.1. Administration - The administration of sailing competitions is the responsibility of the Race Sub-Committee (see the Constitution - Appendix 1). In all matters relating to sailing competitions the Race Sub-Committee shall have full powers of decision. On each race day a "Principal Race Officer" (PRO) will be nominated to organize the administration of that day's races.
- 7.2. Rules - All races must be sailed under the ISAF rules as modified hereunder and by the Sailing Instructions
- 7.3. Sailing Instructions - The Race Sub Committee shall issue a set of standard sailing instructions for the ADSC racing series.
- 7.4. Racing Calendar - The Race Sub-Committee will announce the annual racing calendar each November for the following year.
- 7.5. Eligibility - To be eligible to compete in ADSC Competitions and Races competitors must be paid up Members of ADSC.

Competing Helms must be qualified for the class of boat sailed.

Visitors or guests of ADSC Members may take part in ADSC Competitions but are not entitled to qualify for the award of trophies. Participation is subject to payment of the appropriate Visiting Sailors fee.

ADSC may organize Open Meetings or Regattas eligibility for which will be defined in the regulations for such Open Meetings or Regattas

- 7.6. Eligibility for the Commodore's Cup - The prize for the best performer in each series of races throughout the ADSC year on a "scratch" basis is the Commodore's Cup, with the Monthly Mug series counting twice. In order to be eligible for consideration as a Commodore's Cup entrant the competitor must:
- Be a paid up Full Member of ADSC;
 - Have taken part in a minimum of 25% of club races run throughout the season. Helming, Crewing and PRO or ARO duties in any combination of Monthly Mugs, Friday racing, Special or Long distance races all count in this respect;
 - Have carried out a PRO Duty, ARO Duty or RIB Duty for the Monthly Mug in the current series.

- 7.7. Rig Policy - All dinghies owned by ADSC shall be rigged as permitted by the relevant Class Rules.

In the case that a Syndicate Helm wishes to make any major changes to the rig of a particular ADSC dinghy the change shall only be carried out under the supervision of the ADSC Boatswain using only ADSC approved and supplied parts.

Kestrels shall be permitted to use a trapeze.

- 7.8. Sails - ADSC will endeavor to provide all dinghies with at least one serviceable set of racing sails of the particular type of configuration desired by the Syndicated Helms.

However all Syndicate Helms must be aware of the financial constraints that ADSC operates under and note that there is no unconditional obligation for ADSC to supply more than one serviceable set of sails per boat.

The definition of a "serviceable set of sails" shall be the responsibility of the Boatswain. The Boatswain's decision in this case will be final.

ADSC actively encourages Syndicate Helms to seek sponsorship for sails and will provide details of costs and availability of suitable sails.

8. Procedure for sailing on non race days

- If a member wishes to sail on a non race day they must comply with the following procedure:
- Sailing is only permitted in Local Waters as defined elsewhere in this document.
- Prior to departure the member must complete the register kept for this purpose at the reception desk of the Health Club and obtain a key to the ADSC premises.
- Information to be provided includes departure time, Planned Return Time (PRT), names of all participants, mobile phone number for boat helm, contact number of third party onshore, details of proposed journey.

- 8.5. PRT must be at least 30 minutes before sunset.
- 8.6. On return the member must sign back in at the reception desk of the Health Club and, after stowing all gear, ensure the premises are locked and the key returned to the Health Club.
- 8.7. Failure to return the key to the Sports Complex desk or sign back in within 1 hour of PRT will trigger initiation of search and rescue procedures at the member's expense unless a call has been made to the Sports Complex (The Club, Abu Dhabi Tel Number 02 673 1111) to inform a new PRT which has been noted on the form.

9. Training

ADSC is recognized and certified RYA training center. ADSC and The Club are responsible for making the necessary efforts to maintain the certification for annual review and renewal.

The training program is managed by the Sailing School principal (appointed by The Club), the Chief Instructor and the ADSC Training Coordinator.

10. Local waters

- 10.1. Local Waters are defined as the waters in the vicinity of The Club bounded by: an imaginary line extended from The Club's southern boundary across the channel to Sawa Island, the road bridge from Mina Port area to Saadiyat Island, the near shore of Saadiyat Island and an imaginary line across the main channel between Reem Island and Saadiyat Island passing through the South Western Point of Centre Island as shown on the plan below.

