

**CONSTITUTION
MEASUREMENT RULES
AND SAILING REGULATIONS
governing
BERMUDA FITTED DINGHIES**

The affiliated Clubs and Associations
**THE BERMUDA MARITIME MUSEUM ASSOCIATION
THE KNIGHT WHITE DINGHY ASSOCIATION
THE ROYAL BERMUDA YACHT CLUB
THE ROYAL HAMILTON AMATEUR DINGHY CLUB
THE SANDYS BOAT CLUB
THE SANDYS DINGHY ASSOCIATION
THE ST. GEORGE'S DINGHY & SPORTS CLUB**

**CONSTITUTION OF
THE BERMUDA FITTED DINGHY ASSOCIATION**

Updated November 2004

ARTICLE 1. MANAGEMENT

The general management of the yachting affairs of the Bermuda Fitted Dinghies and the framing and administration of the Rules and Regulations shall be entrusted to the Bermuda Fitted Dinghy Association.

ARTICLE 2. PURPOSE

The purpose of the Association is to promote racing of the Bermuda Fitted Dinghies; to maintain principles in hull construction and sail plan; to adopt and enforce rules and regulations to ensure equality in racing competition; And to assist each other in the proper sailing and maintaining of all Bermuda Fitted Dinghies.

ARTICLE 3. MEMBERSHIP AND DUTIES

The membership of the Association shall consist of the Commodore and Secretary of the Royal Hamilton Amateur Dinghy Club, who shall be the ex-officio chairman and secretary of the Association, the skipper of each dinghy (or alternative), and two members named by each club or association. Each club or association shall nominate its representatives annually prior to May 24th and forward their names, addresses and telephone numbers to the Secretary.

The Secretary shall keep a record of all meetings of the Association and shall keep a "Register of Dinghies" in which shall be recorded the measurement, tonnage and other particulars of all dinghies. Such records shall be available upon request.

ARTICLE 4. QUORUMS

The Chairman and Secretary and five members of the Association shall form a quorum. One member of each of the affiliated clubs or associations should be present for a meeting. Four clubs or associations MUST be represented for a properly constituted meeting. The Chairman and Secretary shall be non-voting members of the Association.

ARTICLE 5. RACE COMMITTEE

It shall be the responsibility of the Host club or Host association of a dinghy regatta to provide a Race Committee and two stake boats. The Race Committee shall have the power to postpone or abandon a race, or order it to be resailed subject to the provisions of the Schedule of Races.

ARTICLE 6. PROTEST COMMITTEE

A Protest Panel consisting of not less than three and no more than fifteen members shall be elected annually by at least a two-thirds vote of the BFDA. Each club or association shall be free to nominate any person (s) to stand for election to the Protest Panel. A Protest Committee shall be selected by the Race Committee from the Protest Panel consisting of not less than three panel members.

ARTICLE 7. MEASUREMENT COMMITTEE

A Measurement Panel consisting of not less than three and nor more than five members shall be elected annually by at least two-thirds vote of the BFDA. Three of these persons must be present for a properly constituted Measurement Committee.

ARTICLE 8. CHANGES TO CONSTITUTION AND BYELAWS

Changes to the Constitution and Byelaws shall be made at the Annual General Meeting or a Special General Meeting.

Any changes to the Constitution and Byelaws shall be ratified at a subsequent general meeting, to be held within sixty (60) days. For the purpose of deciding if the change is ratified, each club or association will be eligible to cast one vote if its dinghy has sailed in at least one race on the schedule of races during the preceding twenty four (24) months. A tied result of votes cast does not ratify a change.

ARTICLE 9. ANNUAL GENERAL MEETING

The Annual General Meeting of the Bermuda Fitted Dinghy Association shall be held during the month of October each year.

ARTICLE 10. SCHEDULE OF RACES

The schedule of races shall be determined at the Annual General Meeting including arrangements for postponing and re-scheduling races.

BYELAWS

A. MEASUREMENT RULES

The following measurement rules shall apply to all Bermuda Fitted Dinghies.

1. A dinghy shall not measure more than 14 foot 1 inch from woodends forward to woodends aft, outside measurement, not more than 14 foot 5 inches overall, with an additional inch allowed for backing. The waterline shall be reckoned as 14 feet irrespective of actual measurement.
2. A dinghy shall be measured by tonnage, which shall be ascertained and computed on outside measurement, as follows: -

Length of water line multiplied by the mean of five breadths taken at points one-sixth, one-third, one-half, two-thirds and five-sixths of the length from woodends forwards to woodends aft, the product to be multiplied by the mean of five depths taken on the outside of the same points at which the breadths are taken. The breadths shall be measured from the outside of the planking. The depths of a straight keel dinghy shall be measured from the top of the gunwale to the garboard seam. The depths of a curved keel dinghy shall be measured from the top of the gunwale to points on the out-side of and one inch from the centre of the keel.

3. The maximum tonnage allowed shall be 118 cubic feet. Tonnage shall be computed to the nearest unit. One –half of a unit shall be reckoned as one unit.
4. Time allowance shall be calculated at the rate of 4 seconds per cubic foot.
5. The gunwale shall not exceed 4 inches in width, and shall be measured from the outside of the planking to the inside edge of the gunwale.
6. The rubbing streak shall be rounded, and shall not exceed 1 inch in depth and 3/4 inch in width.
7. Tumble home shall not be allowed.
8. The area of breast hook, stretcher, stretcher knees and quarter knees shall include a net hole a minimum of 180 sq. inches or proportionately 40% of the foredeck area except in boats already built. The after ends of stretcher knees shall not extend more than 6 ft 6 ½ inches from woodends forward. Each horn shall not exceed 48 square inches in area.
9. The fan shall be fitted to the exterior of the keel, and shall be only a flat solid metal plate a maximum of 3/4 inches thickness. Fairing of the leading edge and tapering of the trailing edge shall be allowed.

10. All spars shall be made of wood.
11. Sails shall be made of cotton Dacron or woven synthetic material. Mylar sails shall not be allowed.
12. A dinghy shall be constructed of wood using planked construction with a hull of 1/2 inches minimum thickness of wood, with the exception of dinghies already built.
13. No self-bailing mechanisms shall be allowed.
14. A dinghy shall not be eligible to compete in any race unless it complies with these rules.
15. A “Register of Dinghies” shall be kept by the Secretary of the Association in which shall be recorded the measurements, tonnage and other particulars of dinghies.
16. Mainsails shall be loose footed on the boom. The hoist dimension of a mainsail shall not exceed double the length of the foot dimension measured at right angles perpendicular to the luff. The tack of the mainsail shall be no less than 24 inches below the gooseneck fitting.
17. All dinghies shall carry allocated numbers not less than 12 inches in height on their mainsails.
18. Genoa jibs shall not be allowed.
19. Advertising measurement rules:
 - a. advertising as permitted on crew uniforms
 - b. advertising on the mainsail and jib is restricted to that portion of the sail below a line drawn six feet above the height of the boom.
 - c. no advertising is permitted on the dinghies hull.
 - d. advertising is permitted on all sails

B. SAILING REGULATIONS

1. All races shall be on the Bermuda principle of twice to windward and once to leeward. Stake boats shall be placed one and one-half statute miles apart. Provided that the Race Committee of the Host club or association may:-
 - a) order a race to be sailed three times or more to windward and twice or more to leeward, in which case the total course shall be four and one half miles, or
 - b) reduce the length of the course to be sailed if in any special circumstances they shall deem it expedient to do so, in which case the time allowance shall be reduced proportionately.

2. Should any member of the crew of a dinghy object to any member of the crew of another dinghy sailing in the same race on grounds that he is not an amateur, an objection must be made by him to the Race Committee of the Host club or Association before the start of the race, and the Race Committee shall give its ruling forthwith.
- 3.1 Starting positions shall be drawn for by the Race Committee of the Host Club or Association prior to the start of the race. Where two dinghies are of the same tonnage, they shall start from opposite sides of the stake boat, and the dinghy first drawn shall have choice of sides. Smaller dinghies shall take positions ahead of larger dinghies.
 - a) No more than two dinghies shall haul at the same time.
Where, upon being measured, a new dinghy (or dinghies) receives the same measurement as two existing dinghies, she shall be advanced to start in the next available empty position, the order being determined by the date of the measurement.
- 3.2 Addition for Heritage trophy only (Approved AGM of 31/10/91)
 - b) Existing current dinghies starting times shall not be altered and should as per the 1990 race season.
 - c) If a current dinghy (i.e. built with the WEST System), is remeasured, and her measurement is the same, she shall maintain her old tonnage measurement (and starting time). If, however her measurement changes, she shall be for this rule considered a new dinghy, and shall comply with (b) above.
 - d) The finishing order of the Heritage Trophy race shall be reversed for the starting order of the next race, and so on through the season. A boat withdrawing from a race on the same or next leg of the course, after a rule infringement and not crossing the finish line, shall start the next race as if she had sunk at the time of withdrawal. A boat disqualified from a race, or withdrawing from a race after crossing the finish line, shall start the next available race, after her disqualification or withdrawal, as if she had finished first the last race sailed.
 - e) The results of the Heritage Trophy shall be added to the races with a rotational start order for overall points.
4. Starting times shall be as scheduled. The Starter shall have the authority to delay the start time due to course change or other events beyond his/her control. Any other delay shall be with the permission of the majority of competing skippers ready to start. If the vote is tied, there is no majority. A dinghy which is late for a race, may join in by coming alongside the stake boat and starting in the usual manner. Morning starts shall be scheduled for 11am unless otherwise scheduled. Afternoon starts shall be scheduled for 1:00 pm and 3:00 pm unless otherwise scheduled.
5. A dinghy shall not haul around the bow of the stake boat, but must fill away on the tack on which she leaves the stake boat. The Race Committee may recall a start if in their opinion a dinghy's start is prejudiced through no fault of the skipper or crew of the prejudiced dinghy.

6. A dinghy having started shall not willingly come into contact with any object whatsoever. However, if the contact is minor and/or if the contact involves another dinghy but it does not in and of itself cause a material change in the finish order of the other dinghy, the foul may be exonerated by execution of a penalty turn. The penalty turn will take place when sailing to windward as soon as possible after the contact has occurred but before rounding the next windward stake boat. The penalty turn requires the dinghy to bear away from close hauled, gybe onto the new tack and return to a steady close-hauled course on the new tack. During the time between the start and finish of the penalty turn the dinghy shall have no rights under these sailing regulations and shall not alter her course to prevent another dinghy from sailing her course or to cause another dinghy to alter her course.
7. When two dinghies, close-hauled on the same tack, are converging by reason of the leeward boat holding a better wind, and neither can claim the right of a dinghy being overtaken, the dinghy to windward, on being hailed by the dinghy to leeward when the risk of a foul seems imminent, shall keep out of the way.
8. When two dinghies, close-hauled, converge on opposite tacks, either can hail the other to tack. Each dinghy shall immediately tack. If either refuses to tack and whether or not contact occurs the dinghy refusing to tack should be disqualified. When close-hauled dinghies converge, and a hail occurs, the leeward tacking dinghy shall keep clear of the windward tacking dinghy. Close-hauled dinghies hailing to tack shall be afforded room to tack by other dinghies. If contact occurs between two close-hauled tacking dinghies and the onus on one dinghy cannot be determined, both dinghies shall be disqualified.
9. When two dinghies are sailing close-hauled on a lee shore, rock or other obstacle so that the leeward dinghy cannot keep away or go about, the weather dinghy on being hailed shall go about, and the leeward dinghy shall go into stays at the same time. For the purpose of this rule, stake boats shall be deemed not to be an obstacle.
10. In rounding the windward stake boat, a dinghy on port tack shall not hail a dinghy on the starboard tack to go about unless she herself has room to tack.
11. Dinghies rounding the windward or leeward stake boat shall round on the port hand. Dinghies fouling stake boats (except under circumstances provided for in Reg. B-13) shall be disqualified.
12. Dinghies on a wind shall give way to dinghies running to leeward.
13. In rounding the windward or leeward stake boat the dinghy inside shall be considered the leading dinghy. Should any dinghy cause another to foul by refusing to give sufficient room, the dinghy refusing shall be disqualified.

14. In running to leeward, but past the windward stake boat, a dinghy being overtaken on her port side may alter her course to prevent the other or overtaking dinghy from passing on her port hand. A dinghy shall not alter her course to prevent another from passing to starboard. After passing another, a dinghy shall not alter her course until she has established sufficient lead to enable her to draw in line ahead without compelling the other dinghy to alter her course. Line ahead means a line drawn between the overtaken dinghy and the leeward stake boat.
15. The Race Committee of the Host club or association may signal change of course while racing. Code Flag C together with a red or green flag (accompanied by a horn periodically) will be displayed at the leeward stake boat before the leading dinghy arrives.
A Red Flag indicates the windward mark has been moved to Port.
A Green Flag indicates the windward mark has been moved to Starboard.
16. The finishing line shall be an imaginary line between a distinguishing mark or flag on the stern of the windward stake boat and a buoy or other mark placed at a right angle to a line between the two stake boats and approximately 100 feet from the windward stake boat on the starboard side. A dinghy shall deem to have crossed the finishing line when the end of her bowsprit shall cross such line.
17. A Protest can be made by any boat against another or against the Race Committee, or by the Race Committee against any boat. A protest must be made in writing to the Sailing Committee of the Host Club or Association, under the auspices of which the particular race involving the protest was held. The word 'boat' shall be taken to include the two nominated club or association members of the BFDA as well as the skipper.
18. Protests shall be lodged in duplicate with the Sailing Committee of the Host Club or Association not later than 1700 of the day next succeeding the day of the race (Sundays and public holidays excepted) stating briefly the grounds of the protest and the rule under which the protest is made. A diagram of the incident shall accompany the protest. The skipper of the protested boat shall be informed in writing by the protesting skipper of the protest and the rule under which it is made.
19. A Protest Committee shall determine the result of a protest within ten days of the protest being lodged. There shall be no right of appeal. (The establishment of an Appeals Committee was recommended made up of two dinghy skippers/sailors emeritus named by each club or associations. Members of this Committee would not be permitted to sit on Protest panels and would be invited to draft the rules related to appeals of Protest Panel decisions).
20. A dinghy which in the opinion of the Race Committee of the Host club or association has caused a breach of any of the rules, may not be disqualified from a race without a protest being lodged and a ruling being given by the Protest Committee.

21. The Race Committee of the Host Club or Association shall have the power to postpone, abandon or order a race re-sailed subject to the provisions of Article 5 of the Constitution.
22. Should a dinghy entered for a race not start in that race, or having started, give up or be disabled during the race, such dinghy, in the event of the race being postponed or abandoned and ordered to be re-sailed, shall be entitled to start, but no new entry shall be accepted under any circumstances.
23. In races for challenge cups or other trophies, a dinghy shall be steered by a member of the Club or Association under whose flag she sails.

SCORING SYSTEM

C.

1. Races shall be scored as follows:-
 - a) A dinghy hauling from the stake boat shall be awarded one point for starting.
 - b) A dinghy finishing shall be awarded one point for each dinghy that she finishes ahead of , including dinghies that are disqualified or are unable to finish.
 - c) The dinghy finishing first shall be awarded an extra one quarter point.
 - d) A dinghy retiring after an infringement of the rules shall be awarded one point for starting.
 - e) A dinghy that is unable to finish shall be awarded one point for starting.
 - f) A dinghy that is disqualified for whatever reason shall be awarded zero points.

The foregoing Measurement, Rules and Sailing Regulations under the provisions of the Constitution have been agreed in writing to the Secretary of the Bermuda Fitted Dinghy Association and must be adopted thereby by the Sailing Committee of the club or association entering a dinghy, before a dinghy representing this club or association is allowed to compete in races held under the auspices of the Bermuda Fitted Dinghy Association.

