

## Dinghy Sailing Instructions 2019

### 1. RULES

All races will be governed by the 'Rules' as defined in the current Racing Rules of Sailing (RRS)

### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted in the window of the race office at main entrance the club.

### 3. ELIGIBILITY

Restrictions on eligibility to participate are detailed in the series appendices.

### 4. CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the Official Notice Board at least 45 minutes before the advertised warning signal of the race or races concerned.

### 5. SIGNALS MADE ASHORE

1. Signals made ashore will be displayed from the mast on the clubhouse balcony.
2. When flag AP is displayed ashore '1 minute', in RRS 'Race Signals' is replaced with 'not less than 30 minutes'. This changes the meaning of AP in RRS Race Signals.

### 1. SCHEDULE OF RACES:

These are as per appendices A to G.

### 2. CLASS FLAGS



The class flags will be as follows:

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Fleet 1 – Fast PY Fleet Code Flag “E”

Fleet 2 – Asymmetric Fleet: Code Flag “R”

Fleet 3 – Slow PY Fleet Code Flag “J”

### 3. SAFETY REGULATIONS

- 3.1 In accordance with the Safety on the Water policy document, all members and visitors going afloat, whether participating in Club activities or not, shall comply with the 'Safety on the Water' procedures in place and published on the GSC web site.
- 3.2 Whilst every attempt will be made to ensure the safety of all members on the water during Club activities, priority SHALL be given to those members who are within the sailing area.

### 8.3 Club Racing and Junior/ less experienced sailors:

With reference to Rule 19.2 hereunder and RRS 4, parents should be aware as to their child’s decision to go afloat and take responsibility for it. Guidance may be sought from those who know your child, their boat and from experienced sailors who are aware of the conditions afloat. When children are sailing on Wednesdays or Saturdays their parents or nominated person shall stay in the vicinity of the harbour, to provide assistance should their child come in early and there be no supervision at the Clubhouse. While Safety crews are in attendance for Wednesday and Saturdays, there is less supervision than Sunday Sailing, both ashore and afloat

- 8.4 All members going afloat, whether racing or not, SHALL sign out before going afloat on the sheets provided at the ‘wet entrance’ and sign in immediately upon returning to the clubhouse after coming ashore. Failure to sign out and sign in will result in disqualification without hearing, this changes RRS63.1.
- 8.5 A member or visitor who wishes to sail beyond the specified sailing area or stay out after racing has concluded for the day shall first inform the PRO of their intention and shall not expect safety cover. They will wait until they receive a response from the PRO before proceeding. The RO may advise that the member should not to sail beyond the sailing area. Failure to comply with this instruction or the GSC. Safety on the Water policy may require the Executive Committee to exercise disciplinary procedure against any member who causes undue risk to themselves or any other person while engaged in a club activity by:
- Failing to return ashore after the cancellation or conclusion of a club activity
  - Failing to observe the Club's safety practice or advice from Race Officials
  - Sailing beyond the race area without first informing the PRO
- The disciplinary procedure may include disqualification from a race or series of races this changes RRS63.1.
- 8.6 Personal flotation devices shall be worn at all times while afloat. This changes RRS 40 and the preamble to Part 4.



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- 8.7 When, in the opinion of the Race Officer, the conditions are such that only experienced competitors should race a red flag may be flown from the mast on the clubhouse balcony at least 30 minutes before the scheduled start time of the first race of the day.
- 8.8 All dinghy sailors must carry a whistle and a cutting tool or safety knife readily accessible at all times when afloat.
- 8.9 Each dinghy should have a tow line and an effective means of alternative propulsion.

#### **4. RACING AREA**

- 9.1 All members afloat, whether racing or not, SHALL remain within the Racing / Sailing Area.
- 9.2 The racing / sailing area shall be outside the harbour, and confined to south of Bray Head, North of the Moulditch Buoy [Red lateral Buoy] and no further that 2 Nautical Miles east of the Harbour Entrance. This may be changed by the PRO and will be communicated in accordance with 3.0 CHANGES TO SAILING INSTRUCTIONS.

#### **5. THE COURSES**

The diagram in each Series Appendix shall show the courses, the order in which marks are to be passed and the side on which each mark is to be left. Courses may also be defined on the official notice board. The number of laps shall also be detailed in the Series Appendices.

#### **6. MARKS**

The course marks shall be tear drop marks – Usually Orange.

#### **7. THE START**

- 12.1 The starting line will be between a mast on the Committee Boat at the starboard end and the port-end starting mark (usually a yellow tear drop mark).
- 12.2 Boats whose preparatory signal has not been made are reminded of their obligations not to interfere with boats that are racing as set out in RRS 24.1. Any boat observed breaking this rule by the Race Officer (RO) may be disqualified without a hearing. This changes RRS 63.1.
- 12.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without hearing. This changes Rules A4 and A5. RO discretion may be used in the case of novice or trainee sailors.

#### **8. CHANGE OF COURSE AFTER THE START**

- 13.1 When after a race has started there is a substantial wind shift; the Race Committee may move one or more marks.
- 13.2 When the course to be made good is significantly changed by such an alteration, a boat will be stationed near the mark at the start of the leg affected, and may fly code flag "C" indicating the change in position of the mark affected. She will draw attention to this signal by making intermittent sound signals. This changes RRS 33.

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## **9. THE FINISH**

**14.1** The finish line will be between the mast on the Committee Boat flying a blue flag at the starboard end and the port end finish mark (usually a yellow tear drop mark).

**14.2** For a course shortened when the Committee Boat is in its normal position at the Start/Finish line the following shall be in position as the first boat in the fleet approaches the last mark to be rounded:

- (a) the Committee Boat shall fly flag 'S' (white flag with a blue rectangle), accompanied by two sound signals, alongside the class flag and a blue flag.
- (b) a race committee boat positioned at the last mark to be rounded may also fly flag 'S' and the class flag.

The leading boat shall then round that mark and proceed direct to the finish line. All boats in the class shall complete the same number of rounds as the leading boat before proceeding to the finish. This changes RRS 32.

**14.3** For a course to be shortened to a finishing line at a rounding mark, the finish line shall be between the mark and a staff displaying a blue flag.

The shortened course shall be signalled as follows before the first boat crosses the finish line:

- (a) The Committee Boat shall fly flag 'S' (white flag with a blue rectangle), accompanied by two sound signals, alongside the class flag and
- (a) a race committee boat or the Committee Boat may fly a blue flag at the new finish line, accompanied by the class flag.

All boats in the class shall complete the same number of rounds equal to the leading boat before proceeding to the finish. This changes RRS 32.

## **10. TIME LIMITS**

The time limit for all races shall be 60 minutes. If one boat finishes within the time limit this shall be amended to 20 minutes after the first boat has finished. Boats failing to finish within the time limit will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

## **11. PROTESTS AND REQUESTS FOR REDRESS**

**16.1** Protest forms will be available from a member of the Sailing Committee, the RO or the Results Officer, and SHALL be delivered to a member of the sailing committee within the time limit. Sailing committee members and protest panel members are available on the notice board. Protest meetings will be convened immediately.

**16.2** For each class, the protest time limit is 90 minutes after the last boat finishes, or where two or more races are to be sailed without coming ashore between them, within 90 minutes of the last boat finishing the last race.

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- 16.3 Notices will be posted as soon as possible after the expiry of the protest time limit to inform competitors of hearings in which they are parties to a hearing or named as witnesses. It shall be the responsibility of competitors to check the notice board for such notices, obtain their copy of the protest form and make sure that they and their witnesses attend the hearing.

## 12. SCORING SYSTEM

A minimum of 1 boat is required in any fleet to constitute a valid race.

- 17.2 A boat that did not start DNS, did not compete DNC or a boat disqualified DSQ shall score number of starters +4. A boat on course side OCS or who does not finish DNF shall score the number of starters in the race + 1 point.
- 17.3 Points in a series will be awarded to the designated helm of a boat.
- 17.4 A helm/crew may swap roles during a series however the points will be awarded to the designated helm.
- (a) A helm/crew combination for any series shall be nominated for the boat in writing to the Sailing Secretary or a member of the Sailing Committee in advance of the series
  - (b) Both competitors shall be recorded in the sign out book
  - (c) Where there is a crew on board, that is not a 'nominated' crew, the nominated default helm (per submitted form) shall helm
  - (d) Where both nominated crew and helm sail another boat in the same class, points shall be awarded to their own nominated boat
  - (e) A competitor may be nominated to only one boat in a series at any one time

### 17.5 Discards

The number of races to be counted by a boat in each series will be a number equal to 60% of the (valid) races which are started in the series as detailed below and in which at least one boat has been scored with a finishing position.

Note: The number of races to count will be rounded down to the nearest whole number

### 17.6 Series/event tie

If, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1. If there is still a tie this will be broken in favour of the boat with the best excluded results. This changes RRS A8. If a tie still exists then the tie will be broken in accordance with RRS Appendix A8.2. For the purpose of this rule the last race will be taken to mean the last race actually completed on the water.

## 13. DISTINGUISHING SAIL NUMBERS

All boats competing shall have unique identifying numbers on her mainsail. Under exceptional circumstances, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS 77 and RRS Appendix G.

## 14. DISCLAIMER OF LIABILITY

### 18.1 General

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The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his boat for the race or races.

- 18.2** It is the sole responsibility of each individual to decide whether or not to go afloat. The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully sound, thoroughly seaworthy and manned by a crew sufficient in number and experience that are physically fit to face bad weather. The owner/competitor shall be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He/she shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is to be used.
- 18.3** Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.

## **15. APPENDICES**

There are separate appendices for each series:

- Appendix A - Saturday Championship series
- Appendix B- Wednesday Series
- Appendix C - Sunday Junior Series
- Appendix D - Spring / Autumn series
- Appendix E – Prizes
- Appendix F – GSC Dinghy Regatta