

GSC Dinghy Sailing Instructions 2020

1. RULES

- 1.1 All races will be governed by the 'Rules' as defined in the current Racing Rules of Sailing (RRS).
- 1.2 Racing rules Race Signals AP, A2, A4, A5, A8, 24.1, 26, 32, 33, 35, 40, 44.1, 63.1, 77 will be changed. The changes appear, in full, in these sailing instructions.

2 NOTICES TO COMPETITORS

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

3 ELIGIBILITY

- 3.1 The GSC Saturday and Wednesday Series are restricted to Adults & Juniors who are members of Greystones Sailing club.
- 3.2 The Junior Championship will run in conjunction with the main Saturday Championship Series.
 - a. Juniors must be under 19 years on 31st December 2020 and must be sailing in the Fast PY Fleet or the Asymmetric Fleet.
 - b. A junior champion will be declared for both the Fast PY Fleet and the Asymmetric Fleet.

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

- 5.1 Signals made ashore will be displayed from the mast on the clubhouse balcony.
- 5.2 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.



6 SCHEDULE OF RACES

	Saturday Championship	Wednesday Series	Autumn Series
Start	4 July	8 July	24 Oct
End	17 Oct	26 Aug	21 Nov
Warning Signal	14:00	19:30	14:00
Races	Up to 3 Races per day	1 Race	Up to 8 Sprint Races per day

7 CLASS FLAGS

Fast PY Fleet Shall comprise Wayfarers, GP14s, Enterprises, RS Aero 9, RS Aero 7, RS Aero 5, Full rig Lasers, Laser Radials and any other class with a PY less than or equal to 1145. **Code Flag E shall be used.** Results will be on PY.

Asymmetric Fleet including RS400, RS200, RS100, RS500, RS Feva, Laser Bahia & Vago and other asymmetric boats. **Code Flag R shall be used.** Results will be on PY.

Slow PY Fleet Shall comprise Laser Picos, Lasers 4.7s, Toppers and any other class with a PY greater than 1145. **Code Flag J shall be used.** Results will be on PY.



8 SAFETY REGULATIONS

- 8.1 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 website.
- 8.2 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 RRS 63.1.
- 8.3 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 RO of their intention and shall not expect safety cover. They will wait until they receive a response from the RO 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 RO

The disciplinary procedure may include disqualification from a race or series of races this changes RRS 63.1.

- 8.4 Personal flotation devices shall be worn at all times while afloat. This changes RRS 40 and the preamble to Part 4.
- 8.5 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.

9 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 than 2 Nautical Miles east of the Harbour Entrance. This may be changed by the RO and will be communicated in accordance with section 4 CHANGES TO SAILING INSTRUCTIONS.

10 THE COURSES

- 10.1 The diagram in Appendix A shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left and the number of laps.
- 10.2 Where boats do different numbers of laps, corrected elapsed time adjustments will be automatically calculated via the sailwave scoring system.

11 MARKS

The course marks shall be tear drop marks – usually orange.

12 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 teardrop 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. RO discretion may be used in the case of novice or trainee sailors. This changes Rules A4 and A5.



- 12.4 If a series is using short (15-20 minute) sprint races, then a 3 minute warning signal and 2 minute preparatory signal shall be used rather than the standard 5 minute and 4 minute signals. This changes RRS 26.
- 12.5 The normal starting sequence is Fast PY Fleet, Asymmetric Fleet, Slow PY Fleet. However, the actual order is determined by the RO as indicated by the class flags.

13 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 may 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.

14 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 teardrop 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 safety 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 is in addition to the standard shorten course options in RRS 32.

15 TIME LIMITS

The time limit for all races shall be 60 minutes. Boats failing to finish within 20 minutes after the first boat in her Fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

16 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.
- 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.

17 PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

18 SCORING SYSTEM

- 18.1 A minimum of 2 boats are required in any fleet to constitute a valid race.
- 18.2 A boat that did not start DNS or did not compete DNC shall score number of starters +4. This changes RRS A4.2.
- 18.3 A boat on course side OCS or who does not finish DNF or a boat disqualified DSQ shall score the number of starters in the race + 1 point.
- 18.4 Points in a series will be awarded to the designated helm of a boat. The designated helm must be in the boat for the race but can perform the role of helm or crew during the race.
- 18.5 The designated helm shall be awarded 'Average Points' for doing their normal number of Race Officer or Safety Boat duties. Average Points will be calculated as the average of sum of all non-DNC races sailed by a boat in the series.
- 18.6 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 and in which at least one boat has been scored with a finishing position. This changes RRS A2. The number of races to count will be rounded down to the nearest whole number.
- 18.7 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.

19 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.

20 PRIZES

The following are the main prizes for the various Series. Additional prizes may be awarded at the discretion of the sailing committee.

20.1 Saturday Championship

1-3 in Fast PY Fleet

1-3 in Asymmetric Fleet

1-3 in Slow PY Fleet

1st RS200, 1st RS400, 1st Feva, 1st GP, 1st Wayfarer

1st Junior in Fast PY and 1st Junior in Asymmetric Fleet

20.2 Wednesday Series

1-3 in Fast PY Fleet

1-3 in Asymmetric Fleet

1-3 in Slow PY Fleet

20.3 Autumn Series

1-3 in Fast PY Fleet

1-3 in Asymmetric Fleet

1-3 in Slow PY Fleet

20.4 Discretionary Prizes

Best Lady Helm

Most improved U14

Most Improved Adult

Junior Ambassador

Senior Ambassador

Junior Spirit of Sailing

21 RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone”. Sailing by its nature is 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 be practically provided in the circumstances.
- g. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules or information produced for the venue or event and to attend any safety briefing held for the event.

22 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €2,000,000 or the equivalent.

23 APPENDICES

Boats sailing in Fast PY and Asymmetric Fleets when sailing from mark 3 to 1 shall not sail through the Start/Finish line unless finishing the race. Any boat observed breaking this rule by the RO shall be disqualified without hearing, this changes RRS 63.1.



COURSE DIAGRAMS



Fast PY Fleet

- Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish

Asymmetric Fleet

- All boats except RS Feva: Start – 1 – 3 – 1 – 3 – 1 – 3 – Finish
- RS Feva: Start – 1 – 3 – 1 – 3 – Finish

Slow PY Fleet

- Start – 1 – 2 – 4 – 1 – 2 – 4 – Finish

Sunday Series (all boats on PY)

- Different classes may sail different number of laps. Standard will be Triangles. RO may do windward leeward if majority of boats are asymmetric.
- Pico: Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish
- RS Feva: Start – 1 – 2 – 3 – 1 – 3 – Finish
- RS 200: Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish

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