



GSC Dinghy Sailing Instructions 2026

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing 2025-2028.
- 1.2 Racing rules Race Signals AP, 33, 35, 41, 44.1, 60.1(a), 61.3, 62.2, A2, A5.1 and A5.2 will be changed. The changes appear, in full, in these sailing instructions.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at least 45 minutes before the advertised warning signal of the race or races concerned.

3 COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted on the official notice board.

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from the race officer.

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' is replaced with 'not less than 30 minutes' in Race Signals AP. This changes race signals AP.

6 SCHEDULE OF RACES

	April Series	Saturday Championship	Wednesday Series	Sunday Junior Series	Autumn Series
Start	4th April	30 th May	6 th May	31 st May	3 rd Oct
End	9 th May	26th Sept	26 th Aug	31 st Aug	31 st Oct
Warning Signal	14:00	14:00	19:30	10:00	14:00
Races	Up to 8 Sprint Races per day	Up to 3 Races per day	1 Race per day	Up to 4 Races per day	Up to 8 Sprint Races per day

7 CLASS FLAGS

Fast PY Fleet Shall comprise Fireball, Wayfarers, GP14s, Enterprises, RS Aero 9, RS Aero 7, RS Aero 5, Full rig Lasers, Laser Radials, Laser 4.7 and any other class with a PY less than or equal to **1208**. **Code Flag E shall be used**. Results will be on PY.

Asymmetric Fleet including RS400, RS200, RS100, RS500, RS Feva, Laser Bahia, Vago, 29er and other asymmetric boats. **Code Flag R shall be used**. Results will be on PY.

Slow PY Fleet Shall comprise Laser Picos, Toppers and any other class with a PY greater than 1208. **Code Flag J shall be used**. Results will be on PY.

Code Flag E: 

Code Flag R: 

Code Flag J: 

8 RACING AREA

- 8.1 All members afloat, whether racing or not, SHALL remain within the Racing / Sailing Area.
- 8.2 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 2. Placing any race marks around the keelboat mark off the clubhouse should be avoided.

9 COURSES

- 9.1 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.
- 9.2 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.
- 9.3 Where boats do different numbers of laps, corrected elapsed time adjustments will be automatically calculated via the sailwave scoring system.

10 MARKS

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

11 THE START

- 11.1 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).



- 11.2 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.
- 11.3 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.
- 11.4 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.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 Following a change of a leg of the course, 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.
- 12.2 Minor course changes may not be signalled. This changes RRS 33.

13 THE FINISH

- 13.1 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).
- 13.2 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.

14 PENALTY SYSTEM

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

15 TIME LIMITS

The race time limit for the first boat in a fleet to finish shall be 60 minutes. The finishing window is 20 minutes. Boats failing to finish within the finishing window will be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.



16 ELIGIBILITY

- 16.1 The GSC Saturday and Wednesday Series are restricted to Adults & Juniors who are members of Greystones Sailing Club. The Sunday Junior Series is restricted to Juniors who are members of Greystones Sailing Club.
- 16.2 The Junior Championship will run in conjunction with the main Saturday Championship Series.
- 16.2.1 Juniors must be under 19 years on 31st December 2025 and must be sailing in the Fast PY Fleet or the Asymmetric Fleet.
- 16.2.2 A junior champion will be declared for both the Fast PY Fleet and the Asymmetric Fleet.
- 16.2.3 A junior that has already won the Saturday Junior Championship in a fleet cannot be awarded both the Saturday Championship and the Championship Junior Championships in that fleet in a subsequent year. *If they win overall, they will be awarded the Saturday Championship only, and the Junior Championship will go to the next highest placed junior sailor. If they are the highest placed junior sailor, but finish behind a senior, then they will be awarded the Junior Championship again.*

17 HEARING REQUESTS

- 17.1 The protest time limit is 90 minutes after the last boat has finished the last race of the day, or the race committee signals no more racing today, whichever is the later. This changes RRS 61.3 and 62.2.
- 17.2 Hearing Request forms are available at the race office.
- 17.3 Notices will be posted within 7 days after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.4 The Arbitration procedure can be used to address rule infringements. However all boats have the right to full protest protocols, particularly in the case of damage.
- 17.5 For an arbitration, the RO will convene a representative panel and hear submissions from both parties plus witnesses if appropriate. Agreement to arbitration process replaces a formal protest and the arbitration panel's judgement is final. Disqualification is replaced by 20% penalty under arbitration

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 A5.3.
- 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. This changes RRS A5.3.
- 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 In all series except Saturday, 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. The Saturday club championship will count 50% of valid races. This changes RRS A2. The number of races to count will be rounded down to the nearest whole number.

- 18.6 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.

19 SAFETY REGULATIONS

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.

- 19.1 [DP] [NP] A boat that retires from a race shall notify the race committee as soon as possible.
- 19.2 All members going afloat, whether racing or not, SHALL sign out before going afloat on the sheets provided 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.
- 19.3 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 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.
- 19.4 Personal flotation devices shall be worn at all times while afloat. This changes RRS 40 and the preamble to Part 4.
- 19.5 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.

20 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.



21 SUPPORT VESSELS

Competitors in the April series and the Sunday Series may receive outside help from the GSC safety RIBS and the OOD. This changes RRS 41.

22 PRIZES

The following are the main prizes for the various series¹. Additional prizes may be awarded at the discretion of the sailing committee. Progressive handicap prizes may be awarded in the PY fleets at the discretion of the sailing committee.

22.1 Saturday Championship

1-3 in Fast PY Fleet (Sundry Championship Cup to 1st)

1-3 in Asymmetric Fleet (Noonan Boat Trophy to 1st)

1-3 in Slow PY Fleet

1st RS200 (Championship Cup)

1st RS400 (Peter Hendley RS400 Championship Cup)

1st Feva (Feva Championship Cup)

1st GP (GP14 Challenge Plate)

1st Wayfarer (Wayfarer Bell)

1st Laser (Laser Cup)

1st Junior in Fast PY and 1st Junior in Asymmetric Fleet²

22.2 Wednesday Series

1-3 in Fast PY Fleet (Treasurers Cup to 1st)

1-3 in Asymmetric Fleet (Commodores Cup to 1st)

1-3 in Slow PY Fleet

22.3 Autumn Series

1-3 in Fast PY Fleet

1-3 in Asymmetric Fleet

1-3 in Slow PY Fleet

¹ Provided there is sufficient participation in each fleet/class

² See 16.2.3



22.4 Sunday Junior Series

1-3 in Fast PY Fleet (Brian Emmerson Cup for 1st)

1-3 in Asymmetric Fleet (New Trophy for 1st)

1-3 in Slow PY Fleet

22.5 Discretionary Prizes

Best Lady Helm (Mc Cormick Lady Helm Cup), presented to best lady helm on Saturday Championship

Most improved U14 (U14 Cup), presented to the most improved U14

Most Improved Adult (Vice Commodores Cup)

Junior Ambassador (Fergal Roche Memorial Cup), presented for participation in away events

Senior Ambassador (Ambassador Cup)

Junior Spirit of Sailing, (Laura Dempsey Trophy), presented to most obliging, supportive, helpful junior.

23 RISK STATEMENT

23.1 RRS3 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 risks involved in the sport and accept responsibility for exposing themselves to such risks 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.



24 INSURANCE

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

25 NUMBER OF CREW

A boat may be sailed with fewer than the class-specified number of crew only in exceptional circumstances and not for the purpose of gaining a competitive advantage. This rule overrides any class-specific crew requirements. It is intended to accommodate situations such as the unavailability of a regular crew member and should occur only occasionally and in suitable weather conditions.

26 CHANGE OF RIG

ILCA and Aeros have various rig sizes. A sailor needs to declare their intended rig that they will use for the series. A sailor can opt to use a smaller rig on a windy day, but their PY handicap will be for the declared rig i.e. unchanged. This replaces any class specific rule about using the declared rig for a series.

27 APPENDIX A - COURSES

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