

Sailing Instructions

GSC Dinghy Regatta 11 July 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

First Gun 12:00
4 Races scheduled

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 **1220**. **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, Mirrors, Toppers, Hartleys and any other class with a PY greater than 1220. **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. Marks will be confirmed at briefing.

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 The standard 5 minute starting sequence shall be used as per 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 Open to GSC members and non members from visiting clubs. All entrants will be made members of GSC for the weekend.

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 60.3.
- 17.2 Hearing Request forms are available at the race office.
- 17.3 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.
- 17.4 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 boats in series +1.
- 18.3 If 4 races are sailed, the worst score shall be excluded.

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 sailors 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

Prizes will be awarded across fleets for Junior and Senior based on the number of entries in the fleets at the discretion of the race committee.

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

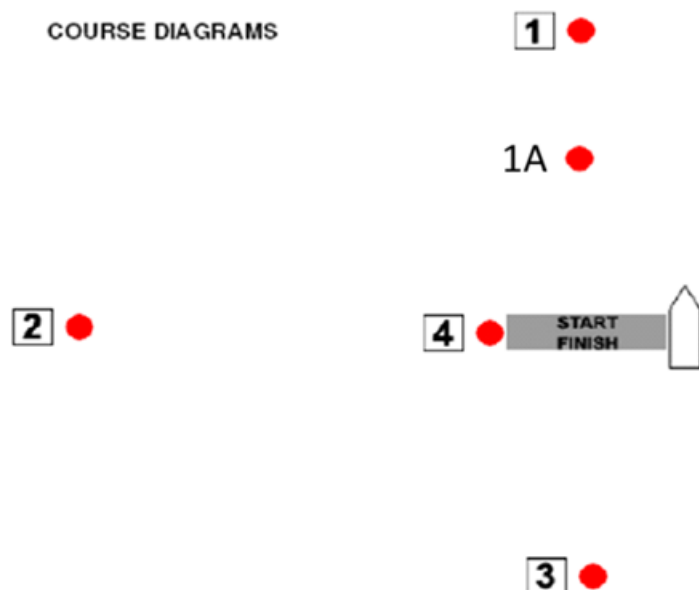
A boat may be sailed with fewer than the class-specified number of crew only in exceptional circumstances and not for the purpose of gaining a competitive advantage. This rule overrides any class-specific crew requirements. It is intended to accommodate situations such as the unavailability of a regular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

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 (1 lap less): Start – 1 – 3 – 1 – 3 – Finish

Slow PY Fleet

- Start – 1 – 2 – 4 – 1 – 2 – Finish
- Or
- Start – 1A – 2 – 3 – 1A – 2 – 3 – Finish

The number of laps will be shown on a notice board. In the Asymmetric fleet the Fevas will do 1 lap less than the RS200/RS400.

Slow PY Fleet course will be confirmed at the briefing depending on boat numbers.