

# **Carlingford Sailing Club**

## **Sailing Instructions**

### **1. Rules**

All racing will be governed by the **Racing Rules of Sailing 2021 -2024**, the prescriptions of the Irish Sailing Association, class rules (where applicable) and these sailing instructions.

### **2. Course**

With the exception of special cup races, the courses may be either:

- Olympic (O), 9 leg races (start – w, g, l, w, l, w, g, l – Finish)
- Windward/Leeward (W), (start – w, l, w, l, w, l – finish)

Courses shall be assigned by the Principal Race Officer (PRO) or Sailing Secretary via WhatsApp and/or e-mail during the week prior to each race day. Amendments, if any, shall be notified by hail from the committee boat before the warning signal of each race.

### **3. Marks**

The marks will be inflatable Orange marks for W,G,L. An Orange inflatable or Red can mark may be used for the Outer Distance Mark. An inner distance mark (IDM) may be laid astern of the committee boat. Vessels shall not pass between the committee boat and an IDM.

A Red flag flying from the committee boat indicates all marks to be left to Port. A green flag indicates all marks to be left to Starboard. If neither flag is shown the default is to leave all marks to Port.

Marks may be moved at the discretion of the PRO to maintain the best possible competitive course. Every effort will be made to indicate such movements in accordance with RRS 33. When a movement is indicated a green and/or red flag may be used. This amends RRS 33(a)(2).

### **4. Starting Line**

The starting line will be between a pole carrying an Orange flag on the committee boat and an Outer Distance Mark which shall be an Orange inflatable buoy or Red can buoy

### **5. Finish Line**

Unless otherwise indicated by a Shortened Course flag, the finishing line shall be an imaginary line between a pole carrying a Blue flag on the committee boat and the designated finishing mark (which may also be the ODM). If there are two or more marks adjacent, the mark closest to the committee boat will be the designated finishing mark.

### **6. Starting Procedure**

Races shall be started by using the following signals accompanied by a single sound signal at each stage.

### **5 – Minute Sequence:**

<b>Signal</b>	<b>Flag &amp; Sound</b>	<b>Minutes before start</b>
Warning	Class flag;	1 sound 5
Preparatory	P,I, Z, U or Black;	1 sound 4
One Minute	Preparatory flag removed;	1 sound 1
Start	Class flag removed;	1 sound 0

### **3 – Minute Sequence:**

<b>Signal</b>	<b>Flag &amp; Sound</b>	<b>Minutes before start</b>
Warning	Class flag;	1 sound 3
Preparatory	P,I, Z, U or Black;	1 sound 2
One Minute	Preparatory flag removed;	1 sound 1
Start	Class flag removed;	1 sound 0

5-minute starts will be used for all SSC dinghy races unless use of the 3-minute sequence is communicated by the PRO.

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class. The Race Officer may in the last minute of a starting sequence and before a start indicate that there are one or more boats OCS by displaying a flag code V.

## **7. Starting Procedure**

Boats awaiting their start must not sail in the immediate vicinity of the starting area until the preparatory signal for their class has been made.

## **8. Recalls**

When, at the starting signal, any part of a boat's hull, crew or equipment is on the course side of the starting line or its extensions, the code flag X shall be displayed, accompanied by one sound signal until all such boats are wholly on the pre-start side of the starting line or its extensions or for 2 minutes after the starting signal whichever is earlier. This amends RRS 29.1.

## **9. General Recall**

General Recalls shall be signalled by the hoisting of the 1<sup>st</sup> Substitute flag and may be accompanied by two-sound signals. When the class(s) has regrouped, the starting sequence for that class will recommence from the warning flag for their class.

## 10. Starting Sequence

Starting times shall be in accordance with the Sailing Programme for the appropriate date, unless otherwise notified via WhatsApp and/or email.

## 11. Abandonment

The abandonment of all races shall be indicated by code flag N being displayed ashore or at the starting line accompanied by 3 sound signals. Where Cup races have been abandoned due to weather or other factors, the committee may reschedule them to run at a later date and they may run concurrently with regular points (series)races.

## 12. Scoring System

The Low Point System (RRS 90.3) shall apply with the following amendments:

1. Boats failing to finish or being disqualified shall be scored the number of places plus one.
2. Boats failing to start shall be scored the greatest number of starters in any race in that series plus two.

## 13. Discards

0 – 3 Races completed in a Series	=	0 Discard
4 – 7 Races completed in a Series	=	1 Discard
8 – 11 Races completed in a Series	=	2 Discards
12 – 15 Races completed in a Series	=	3 Discards

Plus 1 discard for each further 4 races completed.

## 14. Penalty for No-Show Committee Boat Roster

The Sailing Committee shall assign each boat to one or more dates wherein that boat shall be responsible for providing a minimum of 2 able bodied persons to assist with Race Management duties.

Boats unable to compete because their owners/helms/crews are providing Race Management cover shall be entitled to be given Redress, and shall be scored the mean score that they achieved in the other races of that series.

It will be the responsibility of the skipper/owner to ensure that they provide the necessary cover.

Failure of a boat/skipper to provide such cover shall result in a non-discardible DNC for that race.

### **15. Guest/Non-member Racing**

Skipper/owners are encouraged to ensure that regular members of their crew become full club members. A non-member or guest is entitled to compete in up to four days of Club-organised racing. Any boat crewed by a non-member who has already competed on four days will be scored DNC for each race with that non-member aboard. Their result in the race may be reinstated following the successful application for membership and payment of the membership levy by that person for the relevant year, provided prizes have not yet been awarded.

### **16. Postponements**

Rule 27.3 applies.

### **17. Protests**

Protests must be in writing and submitted to the Sailing Committee within 1 hour of the time of the last finisher of the last race of the day. This amends RRS 61.3. All protests must be in writing on I.S.A. form.

### **18. Penalty**

(a) Marks – While racing, a boat that has touched a mark that begins, bounds or ends the leg of a course on which she is sailing or a finishing mark after finishing may take a penalty by promptly making one turn including one tack and one gybe (360°).

(b) When Boats Meet.

A boat in breach of a Rule of Part 2 (ISAF), may take a penalty by taking two turns in the same direction including two tacks and two gybes (720°).

### **19. Starting Penalty**

If Preparatory flag P is flown a boat which is over the line early can restart by dipping the start line.

If Preparatory flag I is flown ISAF Rule 30.1 shall apply (round-an-end Rule)

If Preparatory flag Z is flown ISAF Rule 30.2 shall apply (20% penalty)

If Preparatory flag U is flown ISAF Rule 30.3 shall apply

If Preparatory flag is Black, ISAF Rule 30.4 shall apply (disqualification).

### **20. Time Limits (Dinghies)**

1. All races shall have a time limit of 1 hour. If any boat finishes within the time limit the race shall then be valid for all competitors in the race. Only those boats finishing within the time limit or within 30 minutes (allowing for differences in starting time with class starts) of the first boat home provided such boat has finished within the time limit, will be recorded as finishers.
2. The starting line shall remain open for 5 minutes after the last class has started. Any boats failing to start within this time shall be deemed as non-starters (DNS). Any race failing to start 1 hour after the scheduled 1<sup>st</sup> gun may be abandoned or postponed to another day.
3. After the 1<sup>st</sup> boat has finished, the Race Officer may offer a finishing position to the boat still racing & in last place. The position offered will be the number of boats ahead of it, both finished and still racing, plus 1. A boat is not obliged to accept such offer unless it is the last boat racing. The Race officer is not obliged to make such an offer. A boat that accepts the place offered will immediately cease to race & the race officer may repeat the process with the next boat. The offer may be made via Rescue/Support boat personnel.

This amends the definition of the word Finish.

## 21. **Safety**

All boats participating in a race must make their presence known to the committee boat, for example by sailing close to the committee boat as they reach the starting area. In particular, a boat may not join a race without crossing the start line, even where their intention is not to compete. Any boat so doing will be awarded a non-discardable DNC for that race.

All boats must keep to Seaward of the shallow/hazardous area marked by yellow poles. Class rules relating to safety must be observed. Boats ignoring these warnings may be disqualified. Rescue craft shall have the right of way over competing boats at all times.

The primary responsibility of the rescue craft is the safety of competitors. Neither Race Committee the Committee of CSC, nor their servants can be held liable for loss or damage to boats or equipment.

The race officer will record which rescue craft are in use for each racing session, with names of crew.

Drivers of rescue craft must wear a kill cord at all times when the engine is running and in gear.

All competitors and race management team are required to wear adequate personal buoyancy whilst on the water. Neither wet suits nor dry suits are not considered adequate buoyancy.

## 22. **Insurance**

All racing entries to have adequate 3<sup>rd</sup> party insurance.

## 23. **Local Rules**

To maximise inclusivity in sailing, the Flying Fifteen class rule specifying 2 persons aboard is amended to allow competing Flying Fifteens carry a third person who might otherwise not be capable of partaking in sailing.

For the duration of the Covid19 pandemic, the same rule is further amended to allow participant to compete single handed.

#### **24. Changes to these Sailing Instructions**

Changes will be posted on the CSC main notice board and when possible on the club website at least 24 hours prior to implementation.