

# Spring Series

Carrickfergus Sailing Club

Sunday 12th March - 23rd April 2023

## Sailing Instructions - Dinghy

### 1. Rules

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing.

### 2. Changes to Sailing Instructions

- 2.1. Any change to the sailing instructions will be posted before 1200 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2. Changes to a sailing instruction may be made on the water by verbal notification from the Committee Vessel and Safety Boats.

### 3. Communications with Competitors

- 3.1. Notices to competitors will be posted on the official notice board located at [www.carrickfergussc.org](http://www.carrickfergussc.org).
- 3.2. The race office is located at the starting battery, [sailing@carrickfergussc.org](mailto:sailing@carrickfergussc.org).

### 4. Code of Conduct

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.

### 5. Signals made ashore

- 5.1. Signals made ashore will be displayed at the Starting Battery.

### 6. Schedule of Races

- 6.1. Two races are scheduled each day.
- 6.2. One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.
- 6.3. The scheduled time of the warning signal for the first race each day is 1445.

### 7. Class flags

- 7.1. The class flags are:  
RS 400 - Flag F  
PY Dinghy - Flag T

### 8. Racing Area

- 8.1. The racing area is on Belfast Lough near to Carrickfergus Sailing Club.

### 9. Courses

- 9.1. The diagram and table in SI Addendum A show the course(s), the order in which marks are to be passed, and the side on which each mark is to be left.

## 10. Marks

- 10.1. Marks are red spherical except for the Start/Finish mark which is white spherical.

## 11. The Start

- 11.1. Races will be started using RRS 26 with the warning signal made 3 minutes before the starting signal, and the preparatory signal made 2 minutes before the starting signal. This changes RRS 26.
- 11.2. The starting line is between a red and white staff on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 11.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4. A boat that does not start within three minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 12. Change if the Next Leg of the Course

- 12.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

## 13. The Finish

- 13.1. The finishing line is between a red and white staff on the signal and the course side of the finishing mark.
- 13.2. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

## 14. Penalty System

- 14.1. For all class(es), RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.2. The Post-Race Penalty, Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See the Official Notice Board for details.

## 15. Time Limits

- 15.1. The Race Time Limit (see RRS 35), and the Finishing Window are:  
Race Time Limit - 60 minutes  
Finishing Window - 20 minutes
- 15.2. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

## 16. Hearing Requests

- 16.1. For each class, the protest time limit is 60 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 16.2. Hearing request forms are available from the race office at the starting battery.
- 16.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located as described in the notice, beginning at the time posted.
- 16.4. RRS 62.2(a) and 66.2(a) do not apply.

## 17. Scoring

- 17.1. As Notice of Race

## 18. Safety Regulations

- 18.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 18.2. Boats shall not race with an anchor on the bow. Boats infringing this instruction shall be disqualified without a hearing. This changes RRS 63.1
- 18.3. Personal Flotation Devices shall be worn at all times when afloat (except briefly while changing or adjusting clothing or personal equipment) in accordance with the provisions of rule 40 except that flag Y will not be displayed and no sound signal will be made. This changes rule 40 and the preamble to part 4 of the RRS.
- 18.4. Boats shall give way to any ship underway in the Victoria Channel.

## 19. Equipment and Measurement Checks

- 19.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

## 20. Trash Disposal

- 20.1. Trash may be placed aboard official or support person vessels.

## 21. Prizes

- 21.1. As Notice of Race.

## 22. Risk Statement

- 22.1. Rule 3 of the Racing Rules of Sailing states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.'
- 22.2. Sailing is by its nature 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 organizer does not relieve them of their own responsibilities.

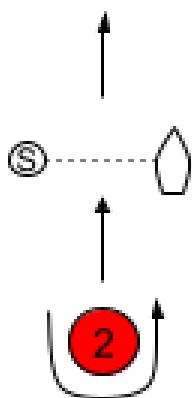
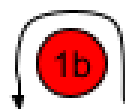
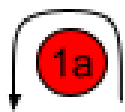
(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

(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 and information produced for the venue or event and to attend any safety briefing held for the event.

(h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

(i) Their boat is adequately insured, with cover of at least £3million against third party claims

# Addendum A



RS400 - Start - 1a - 2 - Start/Finish - 1a - 2 - Finish  
PY Dinghy - Start - 1b - 2 - Start/Finish - 1b - 2 - Finish