



Greystones Sailing Club Keelboat Sailing Instructions 2024

1. **Rules:** The race/series will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), except as any of these are changed by these sailing instructions, the prescriptions of Irish Sailing and by the rules of the organising authority Greystones Sailing Club (“GSC”).
2. **Entries:** **Eligible** boats may enter by completing the Declaration Form on the Club Website. **All boat owners, part owners and helms/skippers shall be full members of GSC.**
3. **Notices to Competitors:** Notices to competitors will be advised via WhatsApp before going afloat and may be posted on the notice board in the Club House and marina office.
4. **Changes to Sailing Instructions:** Any change to the sailing instructions will be advised by WhatsApp and posted 1 hour before racing on the day it will take effect, except that any change to the schedule of races will be posted The day before it will take effect.
5. **SIGNALS MADE ASHORE:**
 - 5.1 Signals made ashore will be displayed at the GSC Club House Flagpole.
 - 5.2 When Flag AP is displayed ashore “1 minute” is replaced with “not less than 30 minutes” in the race signal AP.
6. **SCHEDULE OF RACES:**
 - 6.1 **Dates of racing:**

The 2024 championship will be raced on Saturdays from May 4 to Sept 7 inclusive.
The midweek series will be sailed on Thursdays May 2nd to Aug 29 inclusive
 - 6.2 The scheduled time of the warning signal for each race is :

Sat championship 13.55 1 race scheduled unless 2nd agreed by all in certain circumstances.
Midweek Series 19.25 . 1 race scheduled
7. **Class Flags:** No class flag will be flown.

8. Racing Area:

- 8.1** The racing area shall be outside the harbour in the general area between Bray Head (to the north) & The Breaches Bouy (to the south).
- 8.2** All boats shall keep clear of the dinghy's racing course.

- 9.** **The Courses:** The courses for a given race will be as outlined over the VHF (73). Using the race card provided to all competitors. Were conditions require or racing marks missing the RO may announce the course over ch73.

10 MARKS:

- 10.1** The marks will be yellow tear drop/yellow barrel/flag pole, GSC racing marks and navigation marks

11 THE START:

- 11.1** Races will be started as follows:

A warning signal for class 2 will be made over the VHF (channel 73) 5 minutes before the start, 4 minutes and 1 minute before the start and again at the start.

The start signal for class 2 will be 5 min warning signal for Class 2 with no further signals made.

There will be two optional start lines. The principle start will be between the Middle mark and a laid pin end yellow pillar or Red danbouy. An alternative clubhouse start will be between a fixed racing mark (Yellow Barrel) and an orange pole on the club balcony. The final starting option will be confirmed before the warning signal and the start will be between the two marks.

The finish line is between a fixed yellow racing mark and an orange pole on the club balcony . Finish will be yellow mark to starboard unless otherwise advised before the warning signal.

- 11.2** The starting line will be between the fixed starting mark and an outer limit mark.

- 11.3** A boat starting later than 15 minutes after her starting signal will score Did Not Start without a hearing. This changes rule A4.

- 12 Change of Course:** To change the course the PRO will advise the fleet over the

VHF (channel 73).

13 **The Finish:** The finishing line will be between the fixed finishing mark and a fixed point on the shore (Club House Flag Pole). **Note your own finishing time**
(Elapsed Penalty System:

13 b Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14 **TIME LIMIT:** There will not be a time limit on boats finishing. However a boat's progressive adjustment will be limited to 30 mins after 2nd boat finishes.

15 **Shortened Course –** if the shortened course nominates a finishing mark other than the principle club house mark a boat is deemed to be finished when any part of the boat crosses a virtual line 90 degrees diagonally to the bearing from the preceding mark. The outer limit of this virtual line will be 2 boat lengths

16 PROTESTS AND REQUESTS FOR REDRESS

- a.** The Arbitration procedure shall be the primary system used to address rule infringements. However all boats have the right to full protest protocols, particularly in the case of damage.
- b.** Arbitration – A boat wishing to protest under arbitration must still hail “protest” and fly a red flag on stern of boat at earliest opportunity. The protesting boat must notify RO on ch 73 or within 30 min of coming ashore. 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
- c.** In the case of a formal protest forms are available on GSC.ie, the PRO or the Results Officer in the Club House. Protests and requests for redress or reopening shall be delivered to a member of the Sailing Committee within the appropriate time limit.
- d.** For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day.
- e.** 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 the 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 SCORING SYSTEM

Both class 1 and Class 2 will use the progressive Echo system and fixed handicap (IRC) system, A champion will be declared for both handicap systems . **Text or WhatsApp Elapsed Finish time to Greystones Keelboat Skippers Group in hours, minutes and seconds no later than 90minutes after the last boat has finished.**

- a.** A minimum of 2 boats starting is required in any class to constitute a valid race.
- b** A boat that Did Not Start and a boat disqualified shall score number of boats registered in that fleet plus 3 points. A boat scoring abbreviations OCS, DNF or RAF shall score the number of finishers in the race plus 1 point.
- c** The number of races to be counted by a boat in each series will be a number equal to 75% of valid races sailed rounded up. EG 1 discard for every 4 races scored.
- d** The 2024 Championship will be a sailed as only one series.
- e** If, after discard, two or more boats have the same points total the tie will be broken in accordance with RRS Appendix A8.1.

18 SAFETY REGULATIONS

persons going afloat MUST wear a PFD (lifejacket or buoyancy aid)

- a.** Competitors are advised to keep a listening watch on VHF Ch 73 for all “on course” racing information. This information shall not constitute “outside assistance” as in RRS41.
- 19** **Radio Communication:** Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 20** **Prizes:** Prizes will be awarded to first, second and third in each class for each series, depending on the number of boats..

21 DISCLAIMER OF LIABILITY

- a. General:** The race organisers shall not be responsible for any loss, damage, death

or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner/competitor warrants the suitability of his boat for the race or races.

b It is the sole responsibility of each individual to decide whether or not to go afloat. The safety of the boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat, who shall ensure that the boat is fully sound, thoroughly seaworthy and manned by a crew sufficient in number and experience that are physically fit to face bad weather.

The owner/competitor shall be satisfied as to the soundness of the hull, spars rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained, stowed and in date and that all crew know where it is kept and how it is used.

22 Neither the establishment of these Sailing Instructions nor any inspection of the boat under these conditions in any way limits or reduces the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof. The crews are nonetheless advised to satisfy themselves as to the experience of the skipper and the adequacy of all safety equipment and insurance arrangements.



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