



# RS Feva Eastern Championships 2022

hosted by

**NATIONAL YACHT CLUB**

**Saturday 17<sup>th</sup> & Sunday 18<sup>th</sup> September 2022**

## **SAILING INSTRUCTIONS**

*[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a). [DP] denotes a rule for which the penalty is at the discretion of the Jury and may be less than disqualification.*

### **1. RULES**

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the Irish Sailing Association will apply.
- 1.3 Applicable class rules are as per NoR 1.3

### **2. NOTICES TO COMPETITORS**

- 2.1 Notices to Competitors will be posted on the official notice board located under the Club's balcony.

### **3. ADVERTISING**

- 3.1 ISAF Regulation 20 will apply.
- 3.2 Boats may be required to display sponsors' stickers. [NP][DP]

### **4. CHANGES TO SAILING INSTRUCTIONS**

- 4.1 Any change to the sailing instructions will be posted before 10:00 on the day it will take effect, except that any change to the schedule of races will be posted on the Official Notice Board by 20:00 on the day before it will take effect.

### **5. SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed on the main mast at The National Yacht Club.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

## 6. SCHEDULE OF RACES AND NUMBER OF RACES

### 6.1 Schedule

Date	Briefing Time.	Time of first Warning Signal	Number of Races Scheduled	Tides. Dun Laoghaire
Saturday 17 <sup>th</sup> September	10.00	11:55	3 races	LW 10:32 – 1.5m HW 17:03 – 3.2m
Sunday 18 <sup>th</sup> September	10.00	11:25	3 races	LW 11:35 – 1.7m HW 18:05 – 3.1m

6.2 The Race Committee may run an extra race on any day to enable the scheduled number of races to be completed. Hoisting ICF “E” at the end of scheduled racing will signal this on that day.

6.3 On Sunday 18<sup>th</sup> September, no starting signal will be made after 14:00, except for the restart of a race following a General Recall.

## 7. CLASS FLAGS

7.1 The class flag will be the International Code Flag R.

## 8. RACING AREA

8.1 Racing will take place in the waters of Dublin Bay (Admiralty chart no 1468) or in Dun Laoghaire Harbour.

## 9. COURSES

9.1 Courses will be Trapezoid as per attached diagram.

9.3 The diagram shows the courses, the order in which marks are to be passed, the side on which each mark is to be left and the number of rounds will be displayed as per attachment.

9.4 If only one gate mark is laid it should be taken as a leeward mark and rounded to Port.

9.5 No later than the warning signal, the race committee signal vessel may display the approximate compass bearing of the first leg

## 10. MARKS

10.1 The Windward, Gybe and Leeward/Gate and outer loop marks will be large inflatable, cylindrical yellow marks.

10.2 The starting mark (if used) will be a distinctive inflatable or dan buoy with a flag.

10.3 The finishing mark will be a distinctive inflatable buoy.

10.4 A race committee vessel signalling a change to a leg of the course is a mark as provided in SI 12.2

## 11. THE START

11.1 Races will be started in accordance with RRS 26

11.2 The starting line will be between a pole displaying an orange flag on the race committee signal vessel at the starboard end and either a starting mark or the orange flag on a RIB at the port end of the line.

11.3 An inner distance mark may be laid adjacent to the race committee vessel, not necessarily on the starting line, and, if laid, is a starting mark according to RRS 18.1(a) and RRS 31. No boat shall pass between an inner distance mark and the race committee vessel after the preparatory signal.

11.4 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.

## 12. CHANGE OF COURSE

12.1 To change the next leg of the course, the race committee will move the original mark (or finishing line) to a new position. Minor changes may not be signalled.

12.2 Except at a gate, boats shall pass between the race committee vessel signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28

### **13. THE FINISH**

13.1 The finishing line will be between a mast displaying a Blue flag on the committee vessel at the starboard end and the port end finishing mark.

### **14. SHORTENING COURSE**

14.1 In addition to the provisions of RRS 32, when a Race Committee vessel displaying International Code Flag F and making repeated sound signals is positioned adjacent to a mark or gate of the course, boats, having rounded that mark or passed through that gate, shall proceed directly to the Finish line to finish. SI 12.2 will apply.

### **15. PENALTY SYSTEM**

15.1 RRS 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

### **16. TIME LIMIT**

16.1 If no boat has passed mark 1 within 40 minutes of her start, the race will be abandoned.

16.2 Boats failing to finish within 15 minutes after the second boat in their class sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and RRS A4.1.

16.3 In addition to RRS 32, the race committee may also award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course, shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this sailing instruction will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied. The decision by the race committee to use this procedure or not to use it shall not be grounds for requesting redress. This changes RRS 60.1(b) and RRS 62.1(a).

### **17. PROTESTS AND REQUESTS FOR REDRESS**

17.1 Protest forms are available at the race office, located at the NYC. Protests and requests for redress or reopening shall be delivered there not later than 60 minutes after the last boat has finished the last race of the evening.

17.2 A competitor who is protesting shall advise the committee boat as soon as she/he is finished racing.

17.3 An arbitration hearing will be conducted for all protests lodged. Such hearings will be held outside the NYC Race Office at a time decided by the arbitrator and such advice may be given verbally. One representative of each boat will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given and the applicable outcome and potential penalty.

### **18. SCORING**

18.1 The Low Points Series of RRS Appendix A, will be used.

18.2 Three (3) races are required to be completed to constitute a series.

18.3 When fewer than four races have been completed, a boat's series score will be the total of her race scores. This changes RRS A2.

18.4 When four (4) or more races have been completed, a boat's worst score will be discarded

### **19. SAFETY REGULATIONS**

19.1 All competitors will wear adequate personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Dry suits and wet suits are not adequate personal flotation devices.

19.2 A boat that retires from a race shall notify the Race Committee or a safety rib as soon as possible. [NP] [DP]

19.3 It is mandatory that all competitors (Helm and Crew) sign out a Safety Declaration going afloat AND sign in on returning ashore. Failure to do so may result in disqualification. The system will be described at the briefing. All boats shall launch and return to the National Yacht Club

19.4 Boats shall keep clear of commercial shipping at all times. [NP] [DP]

## **20. REPLACEMENT OF CREW OR EQUIPMENT**

20.1 Substitution of competitors (helm or crew) will not be allowed, except in a medical emergency, without prior written approval of the Race Committee. [DP]

20.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity. This instruction does not apply to sails [DP]

## **21. PRIZES**

21.1 Prize giving will take place as soon as possible following the conclusion of racing.

21.2 Prizes will be awarded for the first three boats in the RS Feva Eastern Championships.

21.3 Additional prizes may be awarded at the discretion of the Class Association and Organising Authority.

## **22. LIABILITY**

22.1 The National Yacht Club and their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the regatta, and competitors take part in the regatta entirely at their own risk. The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of competitors being solely and entirely responsible for the management of a boat they are sailing. It is the responsibility of each competitor to participate in a race or to continue racing. A competitor is wholly and exclusively responsible for his or her personal accident and health insurance. The person in charge is wholly and exclusively responsible for his or her third-party liability insurance on the boat that he or she is sailing.

22.2 **RRS 4, Decision to Race.** The safety of a boat and her crew is the sole and inescapable responsibility of the owner, who must do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew, each of whom are physically fit and properly clothed to face bad weather. He/she must be satisfied as to the soundness of the hull, steering equipment, rigging and sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that the crew knows where it is kept and how it is used. Neither the establishment of these special regulations, their use by the sponsoring organisations, nor the inspection of a boat under these regulations, in any way limits or reduces the complete and unlimited responsibility of the owner. It is the sole and exclusive responsibility of each boat to decide whether or not to start or to continue to race.

# Trapezoid Course

