

## Gortmore Bell Race September 9<sup>th</sup> 2017

### SAILING INSTRUCTIONS

**1. Rules:** The race 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, and/or by the rules of the organising authority Iniscealtra Sailing Club ("ISC").

**2. Entries:** Eligible boats must enter each race by attending the briefing held in advance of racing (details as per the Notice of Race), notifying the PRO at the briefing of your intention to race and paying the race fees specified. Eligible Boats are boats owned by fully paid up Members of ISC for which valid insurances are in place, for which ISC has provided a current race handicap, and for which a current insurance and safety equipment declaration has been provided to the Hon. Secretary. This race is an Open Race and accordingly the definition of Eligible Boat is expanded to include boats owned by fully paid up members of Garrykennedy Sailing Club, Lough Derg Yacht Club and such other clubs as the ISC Committee shall designate.

**3. Notices to Competitors:** Notices to competitors will be advised at the briefing, and, where possible, will be posted on the ISC website.

**4. Changes to Sailing Instructions:** Any change to the Sailing Instructions will be advised at the briefing.

**5. Signals Made Ashore:** Signals made ashore will be displayed at the ISC Flagpole.

**6. Lifejackets:** All competitors are required to wear Irish Coastguard approved Personal Flotation Device's at all time while racing. This changes Rule 40.

**7. Races & Registration:** Registration will be available in the ISC Club House from 08.30hrs until 10.00hrs on Saturday, September 9<sup>th</sup>. The briefing for the Gortmore Bell 2017 will take place at the ISC Club House at 10.00hrs on Saturday, September 9<sup>th</sup>. Unless otherwise advised at the briefing, the Race will start and finish (unless shortened) in Mountshannon Bay with the Start for Class 2 warning signal at 10.40hrs and for Class 1 at 11.10hrs.

**8. Class Flags:** Class flags will be as follows: Class 2 – International Code Flag Numeral 2 and Class 1 – International Code Flag Numeral 1.

**9. Racing Area:** The racing area is in the general area of Lough Derg between Portumna (to the north) and Scilly Island (to the south).

#### 10. Course:

**10.1** Unless otherwise advised at the briefing, or shortened by Clause 11, the course for the Gortmore Bell 2017 will be from the Start Line in Mountshannon Bay to the Gortmore Green Navigation Mark (Coordinates 53.03.69N; 8.14.50W) which will be rounded to Port, Coose Bay Red Navigation Mark (Coordinates 52.59.10N; 8.18.96W) to port, Mountaineer Green Navigation Mark (52.55.55N; 8.19.19W) to starboard to finish in Mountshannon Bay.

**10.2** Please note that no navigation marks are named by Waterways Ireland, and the names used in 10.1 are purely those used by ISC in the past. The actual identifier of the mark is their 4 digit codes, as written on their top marks and as indicated above. These

positions are approximate, are not to be used for navigation purposes, and are provided only to give a general indication of the location of the marks identified.

**10.3** Other marks may be used from time to time; the approximate location and description of these marks will be provided at the briefing.

**10.4** Other than where being rounded as part of the course in use, all navigation marks shall be passed on their correct side.

**11. Changing the Course:** This instruction modifies rule 33. The PRO may change the next leg & subsequent legs of the course, prior to the leading boat rounding the mark at which the change of course will come into effect, by broadcasting the change of course to all competitors on the VHF Working Channel designated at the briefing, advising them of the new next mark & subsequent marks to be rounded, and whether the marks are to be rounded to port or starboard. Races may be shortened at any mark or on the course (and particularly at the Gortmore Mark) by flying Flag S, and making the appropriate sound signals (2 hoots) as the lead boat approaches the mark to finish.

## **12. The Start:**

**12.1** Unless otherwise advised at the briefing, races will be started using Rule 26, with the warning signal given 5 minutes before the starting signal.

The split of boats between Class 2 and Class 1 will be advised to competitors at the first briefing of each series of races, and will typically be based on a cut off by way of TCF or handicap. The ISC Committee reserves the right to designate any boat to a particular Class.

Two or more boats in the same class are required before a start will be provided to such class.

**12.2** Where the fleet sails in just one class (for example where numbers in a class in a given race are below the minimum of 2 boats), the boats will start together as Class 1 using Code Flag Numeral 1, at the class 1 start time.

**12.3 Start Line** Unless otherwise advised at the briefing, the start line will be between the main mast of the ISC Flagship and a Yellow Mark located to the East of that flagship. An inner distance mark may be laid by the flagship.

**12.4** Boats whose warning signal has not been made shall avoid the starting area when other boats are in a starting sequence.

**12.5** A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes rule 26.

**13. The Finish:** Unless otherwise changed by the PRO under 11 above, the finish line will be between the same marks as the start line as in 12.3 above, and crossed in the direction from the last mark rounded.

**13.1 Time limit:** Unless otherwise specified in the sailing instructions for a particular race, the time limit for each class to complete a race and finish shall be 7 hours after its starting signal; and provided the first boat has finished within that time limit, the time limit for subsequent finishers in that class shall be extended by 30 minutes after the finish of the first boat in its class. Boats that finish outside of the time limit will be scored DNF.

## **14. Scoring & Handicapping:**

**14.1 Scoring:** Boats shall be timed, and the boats scored based on her corrected time (elapsed time adjusted by the boats handicap). The lowest corrected time will be declared

the winner, and thereafter boats will be placed based on their corrected times, subject to the outcome of any protest which might impact the order of finish on corrected time. Boats shall be scored (for the GSC/ISC September Series) based on their corrected time using the Low Points system outlined in Appendix A.

**14.2 Handicaps:** All boats competing in the race must, in advance of racing, have a valid handicap provided by the ISC Handicap Committee. The decision of the ISC Handicap Committee is final. The purpose of the handicapping system is to give each boat and its normal crew, sailing to the best of their abilities, an equal opportunity to win the race. Handicaps can and may be adjusted after or during the race if it becomes apparent that the information provided to the ISC Handicap Committee was either inadequate (incorrect) for that ISC Handicap Committee to provide a good faith handicap appropriate to that boat and/or crew. The handicapping system used is the Progressive ECHO Handicapping System developed by the ISA and as adapted for racing on Lough Derg by the ISC Handicap Committee. A boat's handicap may be adjusted (up or down) where that boat is being sailed by a crew (or helm) different from the normal crew (or helm) that typically sails the boat, where a boat uses new sails, where a boat doesn't use its spinnaker, or for any other reason which may alter the typical or expected performance of that boat. This adjustment may be done after the start of a race to cover circumstances where information, which might have led to a change in handicap was not made available to the ISC Handicap Committee before the start.

## **15. Safety Regulations:**

### **15.1 Required Safety Equipment:**

**It is the responsibility of the skipper of each boat to determine whether to start and participate in any race, to inform him/herself on the weather and sea conditions forecast, and to provide safety equipment and an appropriate personal flotation device for each member of his/her crew.**

**Only the skipper can know whether the capabilities of the boat, its equipment and crew are adequate for the weather (wind and sea) conditions likely to be experienced during the race and while at sea. It is the responsibility of the skipper to ensure that all necessary safety equipment is on board, its location known and accessible to all crew members, and in good working order at all times when at sea.**

The Irish Coast Guard produces several publications with advice for those involved in recreational boating activities, see [www.safetyonthewater.ie](http://www.safetyonthewater.ie) The Irish Coast Guard has published a code of practice to assist the skippers and it is available on their website [www.transport.ie/upload/general/9650-0.pdf](http://www.transport.ie/upload/general/9650-0.pdf)

### **15.2 SAFETY EQUIPMENT**

For boats participating in ISC racing the following minimum safety equipment is required (and the ISC Committee reserves the right to inspect any boat at any time to determine compliance with Rule 15.2). Failure to have the required safety equipment on board shall be grounds for disqualification:

- **LIFEJACKETS COMPULSORY** Each member of the crew must wear an appropriate personal flotation device (PFD) at ALL times when afloat. PFD's worn should include crotch straps (or other means) to prevent it slipping off when in the water.
- **VHF Radio** Each boat must have on at all times when racing, immediately accessible, audible in the cockpit, a working fixed (or waterproof handheld) VHF Radio, tuned to the race working frequency (one of CH 6, 8, 72, 76) and CH 16.
- **Safety Equipment** Each boat should carry a MOB Buoy, throwing line, a knife, a First Aid Kit and a small pack of flares.

- **ANCHOR** Each boat must have available an anchor (with chain and line) capable of anchoring that boat on Lough Derg in the weather and sea conditions likely to be experienced.
- **RECOMMENDED ADDITIONAL EQUIPMENT** It is strongly recommended that all crew have the following equipment securely attached to their person or foul weather gear when racing:
  - A knife
  - Safety Harness and Tether
  - Whistle

**15.2 Retiring:** A boat that retires from a race shall notify the PRO by VHF Radio as soon as possible.

## **16. Protests:**

- 16.1 Protest forms are available from the PRO, protests and requests for redress or reopening of protest hearings shall be delivered to the PRO within the appropriate time limit.
- 16.2 For each class, and for each race, the protest time limit is 60 minutes after the last boat has finished the last race of the day.
- 16.3 Unless the PRO can assemble an appropriate Protest Committee on the day, no protests will be heard on the day. Protests will, where possible, be held in advance of the briefing on the next following race day, at a time and place notified to protestor, protestee and PRO by the Sailing Secretary. Notices of protest hearings will be sent by email or text to the contact details supplied with the protest forms and/or supplied by boats at registration.
- 16.4 A request for reopening a hearing shall be delivered within 7 days of the decision of the Protest Committee being posted on the ISC website. This changes rule 66.

**17. Radio, Data & Telephone Communication:** Except in an emergency, a boat shall not make radio, data or telephone transmissions while racing nor receive radio, data or telephone communications not available to all boats, except that a boat may monitor communications of the PRO without interfering with PRO communications and respond if called by the PRO and may advise the PRO by VHF Radio if retiring. The PRO may communicate with competitors using a VHF channel, which will be specified at the briefing.

**18. Prizes:** The prize is the Gortmore Bell, prizes may be awarded to the boats placed 1<sup>st</sup> to 3<sup>rd</sup> in each Class as well as additional ad hoc prizes as appropriate.

**19. Waiver of Liability:** Competitors participate in the race entirely at their own risk. See Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta/series/race.

**20. Insurance:** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €2,000,000 per event.

**21. Disposal of Trash:** No boat shall intentionally dispose of trash (whether solid or liquid) in the water.