

Gortmore Bell Race September 12th, 2026

SAILING INSTRUCTIONS (SI)

This sailing instruction must be read in conjunction with the Iniscealtra Sailing Club Notice of Race (NOR). Entry into the race confirms agreement with the conditions of the NOR and SI.

NOTE: The use of [DP] indicates that the organising authority reserves the right to apply a discretionary penalty.

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 conditions set out by the organising authority Iniscealtra Sailing Club ("ISC").

2. Entries

Eligible boats must enter the race by attending the briefing held in advance of racing, 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 suitable safety equipment is carried on board. This race is an Open Race and accordingly the definition of an '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.

4. Changes to Sailing Instructions

Any change to the Sailing Instructions will be advised at the briefing.

5. Signals Made Ashore

None.

6. Lifejackets

[DP] It is mandatory that all competitors are required to always wear appropriate Personal Flotation Device's (PFD'S) while racing. The Y Flag will not be flown.

7. Races & Registration

Registration will be available at the ISC Club Site from 09:00hrs until 10:00hrs on Saturday, September 12th. The briefing for the Gortmore Bell 2026 will take place at the ISC Club Site at 10.00hrs on Saturday, September 12th. Unless otherwise advised at the briefing, the Race will start and finish (unless shortened) in Mountshannon Bay with the Start for Class 2 at 10.45hrs and for Class 1 at 11.15hrs.

8. Class Flags

Class flags may be flown 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

The course will be advised at the briefing.

10.2

Other than where being rounded as part of the course in use, all navigation marks shall be passed on their correct side; this is as per Shannon Navigation Bye-Laws.

11. Changing the Course

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). The committee boat will signal the end of race by making the appropriate sound signals (2 hoots) as the lead boat approaches the mark to finish.

This changes rule 33.

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 a such class.

12.2

The ISC Committee reserve the right to combine all of the Class starts into the Class 1 start time, if there are less than 3 boats in any Class.

A Class start may be requested for One-Design boats, if there are at least 3 boats racing.

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 West of that flagship. An inner distance mark may be laid by the flagship.

12.4

[DP] 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 Yellow Mark (Rounding to Port) and the ISC flagship.

14. Time limit

The time limit for each class to complete a race and finish shall be 6.5 hrs for Class 1 and 7 hours for class 2; 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.

15. Scoring, Handicapping & Penalty System

15.1 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.

15.2 Handicaps

All boats competing in the race must, in advance of racing, have a valid handicap provided by the GSC/ISC Handicap Committee. The decision of the GSC/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 GSC/ISC Handicap Committee was either inadequate (incorrect) for that GSC/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 GSC/ ISC Handicap Committee. A boats 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 GSC/ISC Handicap Committee before the start.

15.3 Penalty System

For all classes, the Two-Turns Penalty is replaced by the One-Turn Penalty.

This changes rule 44.1

16. Safety Regulations

16.1 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 The Irish Coast Guard has published a code of practice to assist the skippers and it is available on their website <https://www.gov.ie/en/department-of-transport/publications/code-of-practice-for-the-safe-operation-of-recreational-craft/>

16.2 SAFETY EQUIPMENT

For boats participating in ISC racing the following minimum safety equipment is required (and the GSC/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 always wear an appropriate personal flotation device (PFD) when afloat. PFD's shall be worn in accordance with the manufacturer's recommendations.
- **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 channel (one of CH 6, 8, 72, 76) and CH 16.

- **Safety Equipment** Each boat should carry a MOB Buoy, throwing line, a knife and a First Aid Kit.
- **ANCHOR** Each boat must have available an anchor (with appropriate chain and line) capable of anchoring that boat on Lough Derg in the weather and sea conditions likely to be experienced.

16.3 Auxiliary Engine

The ISC Committee reserve the right to insist boats carry a functional auxiliary engine.

17. Retiring

A boat that retires from a race shall notify the Race Officer (PRO) by VHF Radio, as soon as possible.

18. Protests

18.1

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.

18.2

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.

18.3

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.

18.4

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.

19. 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.

20. Prizes

The prize is the Gortmore Bell, prizes may be awarded to the boats placed 1st to 3rd in each Class as well as additional ad hoc prizes, as deemed appropriate by the organising authority.

21. Waiver of Liability

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Competitors participate in the race entirely at their own risk. See RRS 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 €3,000,000 per event.

21. Disposal of Rubbish

No boat shall intentionally dispose of rubbish (whether solid or liquid) in the water.

22. CODE OF CONDUCT

[DP] Competitors shall comply with reasonable requests from race officials.