

**Icicle Series**  
**East Down Yacht Club**  
**Sunday 8 January–12 February 2023**  
**Moymore, Killyleagh, UK**

## **Sailing Instructions (SIs)**

### **1 Rules**

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The prescriptions of the Royal Yachting Association (RYA) shall apply.

### **2 Changes to Sailing Instructions**

- 2.1 Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

### **3 Communications with Competitors**

- 3.1 Notices to competitors will be posted on the official notice board located at <https://edyc.co.uk/2023/01/03/icicle-series-official-notice-board-2023/>.
- 3.2 The race office is located on the ground floor of the East Down Yacht Club (EDYC) clubhouse in the McRobert room.
- 3.5 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

### **4 Code of Conduct**

- 4.1 [DP] 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 flag pole at the front of the EDYC clubhouse.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

## 6 Schedule of Races

1.2 For classes 1 and 2 the schedule of races is in the table below.

<b>Race Number</b>	<b>Date</b>	<b>Warning signal</b>
1	8 January	12:00
2	8 January	—
3	15 January	14:00
4	15 January	—
5	22 January	12:00
6	22 January	—
7	29 January	14:30
8	5 February	12:00
9	5 February	—
10	12 February	14:00
11	12 February	—

6.2 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

6.3 For class 1, the scheduled time of the warning signal for the first race each day is stated in the table above. The warning signal for class 2 will be made no earlier than the class 1 starting signal. In the event of a general recall for a class; that class shall be restarted after any remaining class.

6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6.5 On the last scheduled day of racing no warning signal will be made after 16:30.

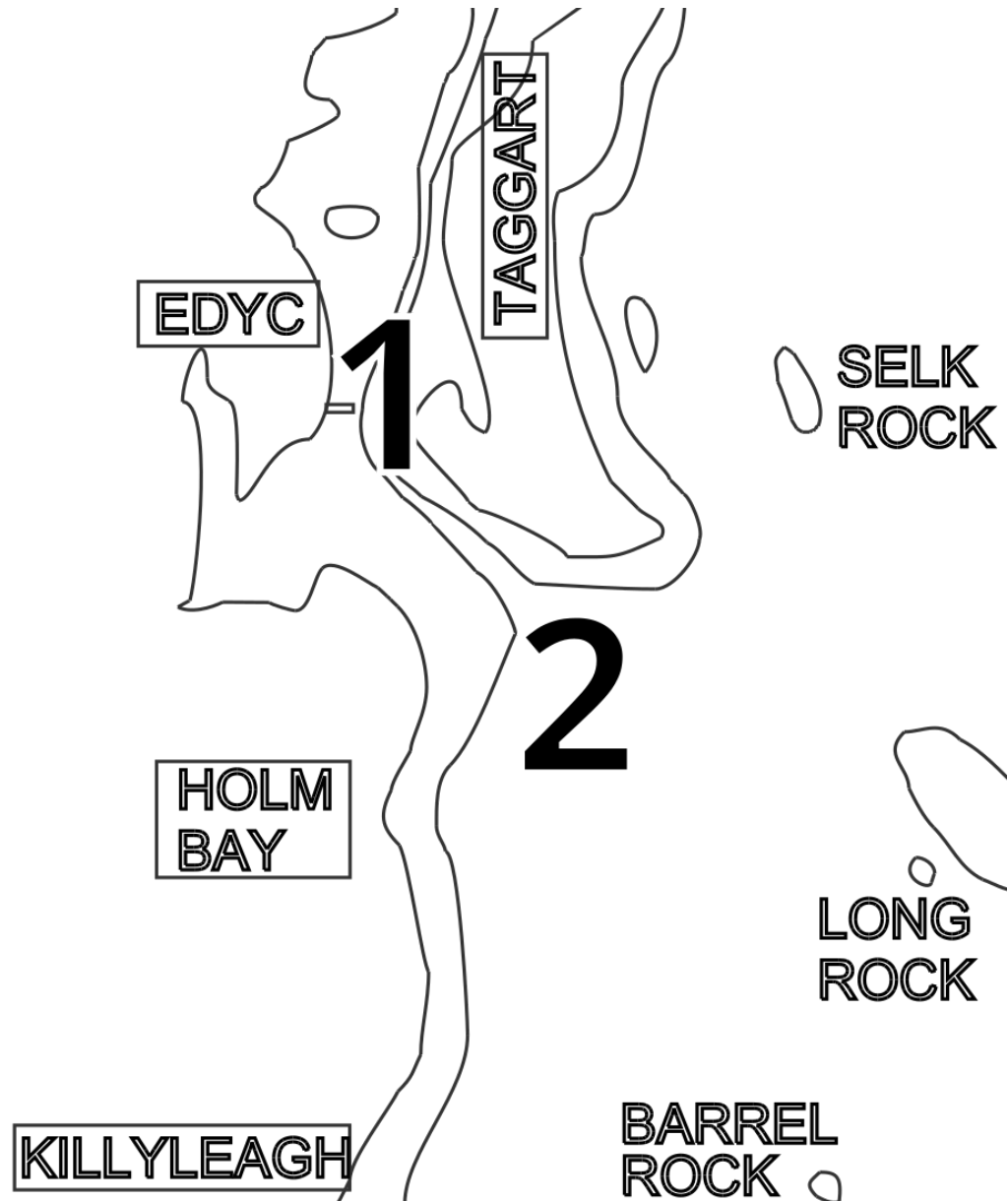
## 7 Class Flags

7.1 The class flag for Class 1 will be international code flag B (Bravo).

7.1 The class flag for Class 2 will be international code flag T (Tango).

## 8 Racing Areas

- 8.1 Racing area 1 — The Dorn — is to the West of Island Taggart.
- 8.2 Racing area 2 — Holm Bay — is the area that is used for EDYC moorings during the summer sailing season.



The approximate location of the two racing areas

- 8.3 The likely racing area for the day will be displayed on the whiteboard just inside the main door of the large green rib shed. The race committee may at their sole discretion switch race area.

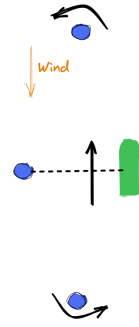
## 9 Courses

- 9.1 The committee vessel has a green hull, a steel frame at the rear and is capable of mounting an outboard engine. The committee vessel may be at anchor or attached to the pontoon.

9.2 The start and finish will both be upwind. All boats must cross the finish line at the end of each lap.

9.3 Each of the following marks should be left to port. The course will consist of:

- a. a windward mark, and
- b. a leeward mark.



9.3 The committee vessel will indicate the number of laps to be sailed by displaying a black number on a white board at the relevant preparatory signal.

Course diagram

## 10 Marks

10.1 Marks are either:

- a. large yellow spherical marks or
- b. blue plastic cuboid cans.

## 12 The Start

12.1 The starting line is between the stern-most mast on the committee vessel at the starboard end and the course side of the port-end starting mark.

12.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

12.4 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 13 Change of the Next Leg of the Course

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

## 14 The Finish

12.2 The finishing line is between the stern-most mast on the committee vessel at the starboard end and the course side of the port end finishing mark.

## 16 Time Limits and Target Times

16.1 The target time for each race shall be between 30 and 45 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

16.2 The race time limit shall be one hour.

## **17 Hearing Requests**

- 17.1 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.
- 17.2 Hearing request forms are available from the race office in the McRobert room on the ground floor of the EDYC clubhouse or for download from [the official notice board](#).
- 17.3 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 McRobert room, located on the ground floor of the EDYC clubhouse, beginning at the time posted.

## **18 Scoring**

See NoR 15.

## **19 Safety Regulations**

- 19.1 [DP] Before going afloat each time, every competitor shall sign out by writing their name onto the whiteboard just inside the main door of the large green rib shed. Upon coming ashore, at the first reasonable opportunity, every competitor shall sign in by drawing a line through their name on the same whiteboard.
- 19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

## **20 Replacement of Crew or Equipment**

- 20.1 Substitution of competitors is allowed. Substitution of damaged or lost equipment is allowed.

## **21 Equipment and Measurement Checks**

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

## **29 Prizes**

- 29.1 An overall prize for each class will be awarded to the winner of each series at the end.

## **30 Risk statement**

- 30.1 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.' 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; and
- 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.

### **31 Insurance**

- 31.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

### **32 Post-Race Penalty**

- 32.1 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the protest time limit or, if a hearing has been scheduled, before the start of that hearing, notify the race committee that it accepts a Post-Race Penalty – a 30% scoring penalty (SCP), based on the number of boats that came to the starting area in that race, except that the minimum penalty is three places and the boat shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by its breach, its penalty shall be to retire.

- 32.2 When a Post-Race Penalty is accepted:

- a. neither the boat nor a protest committee may then revoke or remove the penalty.
- b. the boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

### **33 Advisory Meeting**

- 33.1 When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory meeting and notify any boat involved in the incident.

- 33.2 An adviser will then call a meeting to learn what may have happened and will state whether any rule appears to have been broken, and by which boat.
- 33.3 A boat may as a result notify the race office that it accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.

### **34 RYA Arbitration**

- 34.1 After a protest is lodged, a boat may request RYA Arbitration, or the protest committee or race committee may offer it.
- 34.2 If the parties and the protest committee agree that RYA Arbitration is suitable, an arbitrator (who may be a member of the protest committee) will call an arbitration. When it is the arbitrator's opinion that a boat that is a party to the arbitration has broken a rule for which the Post-Race Penalty is available, the party will be invited to accept that penalty and, if all such penalties are accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.
- 34.3 When any of the following conditions apply,
- a. a party to the protest does not agree to RYA Arbitration,
  - b. the arbitrator's opinion is that the Post-Race Penalty is not applicable to the incident
  - c. a boat may be entitled to redress
  - d. a boat does not accept an offered Post-Race penalty,
  - e. the protest is not withdrawn,

there will be a protest committee hearing.

The arbitrator may be a member of the protest committee.

Any boat is entitled to accept a Post-Race Penalty at any time before the later of the protest time limit or the start of the protest committee hearing and receive protection from further penalisation. The boat may also retire.

- 34.4 Rules 66 and 70 (reopening and appeal, respectively) do not apply to an RYA Arbitration since this is not a protest committee decision or procedure.

### **35 W — Whiskey Flag**

- 35.1 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) code flag W with one sound signal. A boat so notified is no longer required to sail the course (this changes RRS 28.1), shall stop racing and shall return to the starting area, or return ashore if there is no more racing.
- 35.2 A finishing score under this Sailing Instruction will be the score she would have received had she sailed the course without gaining or losing any place.