



3rd January/7th February 2026

Sailing Instructions

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 takes effect.
- 2.2. The change to the schedule of races will be posted by 20:00 on the day before it takes effect.

3. COMMUNICATIONS WITH COMPETITORS:

- 3.1. Notices to competitors will be posted on the official notice board located at:

www.edyc.co.uk

- 3.2. The race office is located on the ground floor of the East Down Yacht Club (EDYC) clubhouse in the McRoberts room.

- 3.3. 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.

- 3.4. Using the Helmsman's mobile contact number supplied on the Entry Form, a WhatsApp Group will be created to allow the Event Management Team to communicate with competitors. This Group will only exist for the duration of the event.

4. CODE OF CONDUCT:

- 4.1. 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 flagpole 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:

6.1. For all classes the schedule of races is as follows, from the 3rd January to 7th February there will be 2 races each day for each class first starting gun at 12.30.

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. 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.

7. CLASS FLAGS:

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

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

8. RACING AREAS:

8.1. Race Area 1 - Holm Bay - is the area that is used for EDYC moorings during the summer sailing season.

8.2. Race Area 2 - The Dorn - is to the West of Island Taggart.

8.3. Race Area 3 – North T – is to the North of Island Taggart.

8.4. See chartlet Appendix A. for approximate location of the three racing areas.

8.5. The likely racing area for the day will be displayed on the whiteboard just inside the main door of the large green rib shed.

8.6. The race committee may at their sole discretion switch race area.

9. COURSES:

9.1. The committee vessel is a Shetland Cruiser, with a maroon hull & white top sides, the committee vessel may be at anchor or attached to the pontoon.

9.2. The start and finish will both be upwind.

9.3. All boats must cross the finish line at the end of each lap.

9.4. Each of the following marks should be left to port.

9.5. The course will consist of a. a windward mark with a spreader mark and b. a leeward mark.

9.6. Class 2 will have a mark placed approximately halfway up the windward leg and without a spreader mark.

9.7. 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.

10. MARKS:

10.1. Marks are either:

a. large yellow spherical marks or

b. blue plastic cuboid cans.

11. THE START:

11.1. Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

11.2. The warning signal for each succeeding class shall be made after the starting signal of the preceding class.

11.3. The start line will be a red and white post mounted on either side of the committee vessel and a flagged buoy at the pin end of the line.

11.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.5. 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 redress for request. This changes RRS 62.1(a).

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

12. CHANGE OF THE NEXT LEG OF THE COURSE:

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

13. THE FINISH:

13.1. 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.

14. TIME LIMITS AND TARGET TIMES:

14.1. 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).

14.2. The race time limit shall be one hour.

15. ADVISORY MEETING:

15.1. 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.

15.2. 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.

15.3. 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.

16. HEARING REQUESTS:

16.1. 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.

16.2. Hearing request forms are available from the race office in the McRoberts room on the ground floor of the EDYC clubhouse or for download from the official notice board.

16.3. 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.

16.4. Hearings will be held in the McRoberts room, located on the ground floor of the EDYC clubhouse, beginning at the time posted.

17. SCORING:

17.1. Three races are required to be completed to constitute a series.

17.2. When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

17.3. When from 5 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17.4. When more than 8 races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores. RRS A5.3 applies.

18. SAFETY REGULATIONS:

18.1. 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.

18.2. Upon coming ashore at the first reasonable opportunity, every competitor shall sign in by drawing a line through their name on the same whiteboard.

18.3. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19. REPLACEMENT OF CREW OR EQUIPMENT:

19.1. Substitution of competitors is allowed.

19.2. Substitution of damaged or lost equipment is allowed.

20. EQUIPMENT AND MEASUREMENT CHECKS:

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

21. PRIZES:

21.1. First, second & third prizes for each class will be awarded.

22. RISK STATEMENT:

22.1. 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.

22.2. 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.

23. INSURANCE:

23.1. 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.

24. RYA ARBITRATION:

24.1. After a protest is lodged, a boat may request RYA Arbitration, or the protest committee or race committee may offer it. 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.

24.2. 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.

24.3. 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.

24.4. The arbitrator may be a member of the protest committee.

24.5. 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. 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.

25. W - WHISKEY FLAG:

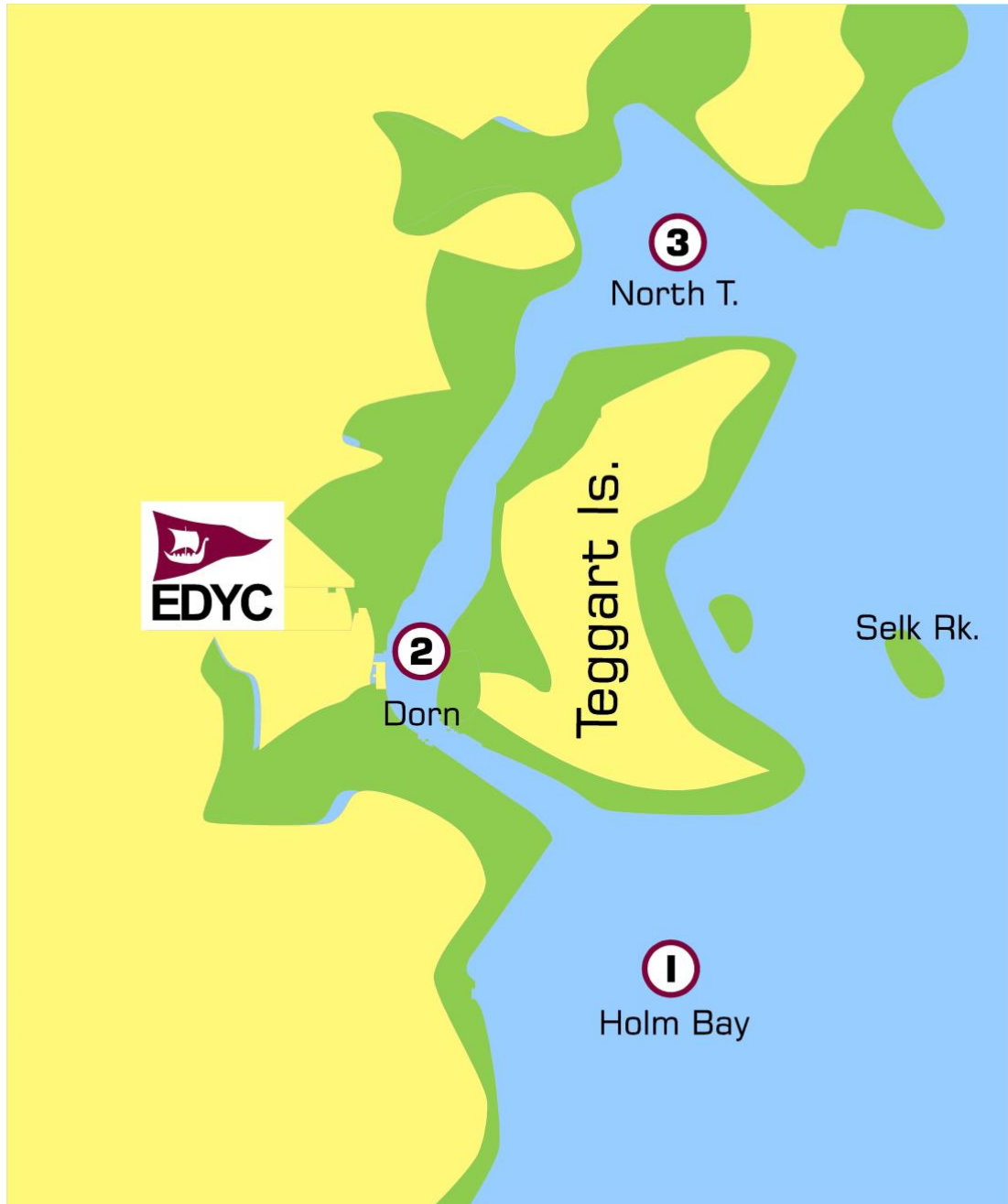
25.1. The race committee may also award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) code flag W with one sound signal.

25.2. All whiskey consumption must be shared with the race officer!!

25.3. 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.

25.4. 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.

#weareedyc



This illustration gives an approximate location of the starting area to be used for the Icicle Series. A full brief will be giving before each race day.

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EDYC Sailing Committee, November 2023