



Club Series Races 2023 Season

SAILING INSTRUCTIONS

1. RULES.

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing (2021-2024).
1.2. The prescriptions of the Royal Yachting Association (RYA) shall apply.
1.3 Racing rules 25, 26, 29.2,35, 40, 61.3, 62.2, 63.1, A4 and Race Signals will be changed. The changes appear, in full, in these sailing instructions.

2. NOTICES TO COMPETITORS.

- 2.1 Notices to competitors will be posted on the EDYC website and optionally on results notice board in East Down Yacht Club.

3. CHANGES TO SAILING INSTRUCTIONS.

- 3.1. Any change to the sailing instructions will be posted before 18.00 on the EDYC website or the results notice board 24hrs before it will take effect, except that any change to the schedule of races will be posted by 18.00 on the day before it will take effect.

4. SIGNALS MADE ASHORE.

- 4.1 Signals made ashore will be displayed at the main flagpole at East Down Yacht Club (EDYC) but may not be accompanied by a sound signal.

5. SCHEDULE, CLASSES.

- 5.1. The dates of club series races are scheduled as per the club sailing calendar published on the website: www.edyc.co.uk & in the club handbook. Races between 26th April 2023 to 24th Sept 2023 in Early Saturday Series (ES), Early Wednesday Series (EW), Late Wednesday Series (LW) and Late Saturday Series (LS).

- 5.2. Classes and Times of Warning Signal:

Classes	Sat	Wed	Sept Weds
Cruiser 1 Handicap (NHC base number: 0.880 and over)	14:14	19:14	18:44
Hunter Impala OD (Within Impala Class there shall be an IRC result)	14:17	19:17	18:47
Cruiser 2/RS Handicap (PYS 0.879)		19:20	18:50

& under)	14:20		
Dinghy 1 Handicap (PYS 1140 & under)	14:23	19:23	18:53
Leisure 17/ Leisure 20/Skipper 17	14:26	19:26	18:56
Dinghy 2 Handicap/RS Feva (PYS 1141 & over)	14:29	19:29	18.59

5.3. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

5.4. On Saturdays any class may have two races if the Race Officer accommodates. The second race will start as soon as practicable after the finish of Race 1, however the Race 2 warning signal for a class will be no later than 15:45. The Race Officer may sweep the course, giving an order and time of finish to remaining boats, to enable a second race. There will be no handicap adjustment for swept boats.

5.5. Wayfarers, GP14s, Lasers and Toppers shall compete on handicap in the appropriate Dinghy class and shall also be scored as separate classes on a level basis against other boats of the same one-design class for separate awards.

5.6. A cruiser with NHC base numbers in the range 0.865 to 0.895 may elect to race for the entirety of the season in the Cruiser class other than that defined in SI 5.1, provided that a written declaration to this effect has been lodged with the Sailing Captain more than 3 days before their first race. Boats in this range that choose to change class from that in which it sailed in the previous year will revert to the base number in the RYA NHC handicap list.

5.7. A dinghy with PY handicap in the range 1141 and over may elect to race for the entirety of the season in the Dinghy class other than that defined in SI 5.1, provided that a written declaration to this effect has been lodged with the Sailing Captain more than 3 days before their first race.

In the absence of any such declaration, a boat shall start in the appropriate class and shall be scored in the handicap race and series corresponding to its NHC or PY number as issued, or as competed in the previous year. A boat shall remain in the appropriate class according to the handicap and class allocated at the beginning of the season, with no option to change at any time, unless a race committee decides that the performance of a particular yacht is inequitable.

6. CLASS FLAGS.

6.1. Class flags shall be the following Code Flags:

Class	Code Flag
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Cruiser 1	H
Impala OD	Numeral 7
Cruiser 2	G
Cruiser RS	G
Dinghy 1	W
Leisure 17	B
Dinghy 2	T

7. COURSES & MARKS.

7.1. Courses will be set from a committee boat moored within Holme Bay & using marks laid around Strangford Lough, identified via a chartlet in Appendix A.

7.2. Courses are designated by letters and are specified in a List of Courses, published in the Club Handbook and can also be downloaded from www.edyc.co.uk.

7.3. There will normally be a committee vessel start with a laid line utilising a mark E as the line end mark.

7.4. The courses to be sailed by the classes shall be indicated by course letters being displayed in the following positions on the Committee signalling vessel.

Class	Position
Cruiser 1	port side, forward.
Impala OD	port side, forward.
Cruiser 2	port side, aft.
Cruiser RS	port side, aft.
Dinghy 1	starboard side, forward
Leisure 17	starboard side, cabin
Dinghy 2	starboard side, aft

7.5. The number of rounds to be sailed will be displayed with the course to be sailed for each class.

7.6. At the end of each round all boats must sail through the start line in the same direction that they started. Boats that do not sail through the start line on each round of the course shall be recorded as 'DNF' without a hearing. This changes RRS 63.1.

7.7. All boats shall pass North of Marks K and R, and to the seaward side of marks 2 and 6 unless these are marks of the course.

8. THE START.

8.1. RRS 26 - shall not apply and signals will be made at three minute intervals.

8.2. This paragraph refers to the Saturday times (para 5.1) , however the other times eg Wednesday times can be substituted appropriately from para 5.1.

8.3. The Race Officer will commence with eight flags raised on halyards, flying and visible on the halyards well before 14:14, no sound signals will have been made.

8.4. The prep signal for each succeeding class will be the starting signal of the preceding class. Except in the case of Cruiser 1 where the prep signal is the lowering of the green & white chequered flag.

At 14:14 - The red & white chequered flag will be removed - auto hoot started.

At 14:17 - The green & white chequered flag will be lowered - the prep signal for cruiser 1.

At 14:20 - The H flag will be lowered the start signal for Cruiser 1.

Also this is the prep signal for Impala class.

At 14:23 - The Code 7 flag will be lowered the start signal for Impalas.

Also this is the prep signal for Cruiser 2 class.

At 14:26 - The G flag will be lowered the start signal for Cruiser 2.

Also this is the prep signal for Dinghy 1.

At 14:29 - The W flag will be lowered the start signal for Dinghy 1.

Also this is the prep signal for Leisure 17.

At 14:32 - The B flag will be lowered the start signal for Leisure 17.

Also this is the prep signal for Dinghy 2.

At 14:35 - The T flag will be lowered the start signal for Dinghy 2.

All flags are on deck and auto hoot is turned off.

8.5. The starting line will be between the rear mast on the committee vessel and a Mark E.

8.6. The starting signal for each class shall be the lowering of the class flag for that class as above.

8.7. In the case of a general recall that class will start 3 minutes after the Dinghy 2 start. In the case of two or more general recalls, starts will be in the standard sequence of starts at 3 minute intervals.

8.8. A boat starting later than 6 minutes after her starting signal will be scored 'Did Not Start (DNS). This changes rule A4.

8.9. Boats whose warning signal have not been displayed shall keep clear of the starting area.

9. THE FINISH.

9.1 The finishing line will be between the rear mast on the committee vessel and a Mark E.

9.2 Course changed to shortened course: Shortened courses are listed alongside full course codes in the List of Courses described in 7.2.

When a class is required to change course and to sail a shortened course, the Committee Vessel shall display Code Flag C above the class flag of any class affected, before the leading boat in that class crosses the start/finish line at the end of a round. Code Flag C shall be displayed alone if all classes are required to change to sail a shortened course.

Code Flag C displayed at the Committee Vessel means: 'After passing the change course flag, sail on the changed course, as specified in the List of Courses.

9.3 An S Code Flag means: When displayed at the Committee Vessel: Finish the race at the finishing line. When displayed on a launch or other craft: Finish the race by crossing a finishing line between the craft on which this Flag is displayed and the nearby mark of the course, from the course side. If the S code Flag is displayed alone, all classes shall finish, but if flown above class flags then only the designated classes shall finish.

9.4 In amendment of RRS 25 and Race Signals no sound signal will be made when displaying a finishing signal.

9.5 The Race Officer may supplement flag signals with other means for ensuring that competitors are fully aware of his intentions regarding the changing of courses. Such means may be, for example, use of a VHF radio on Channel 37 (alternatively Channel M), a loud hailer, or a safety craft, for delivering verbal instructions.

10. TIME LIMIT.

10.1. The time limits for the various classes are as follows:

Class and Series	Time Limit
Saturday Points Series & Autumn Series. Saturdays for Cruiser 1, Impala, Cruiser 2, Leisure 17 and Dinghy 1 & 2 if one race only.	17.30
Saturday Points Series & Autumn Series Saturdays for Dinghy 1 & 2.	Race 1 - 15.30 Race 2 - 17.30
Wednesday Points Series races in May, June and July.	21.30
Wednesday Points Series races in August.	21.00
Autumn Series Wednesdays.	20.30

10.2. The RRS 2021-2024 - Rule 35 shall be amended to read, all boats that finish within the time limit shall be scored according to their finishing places.

10.3. Unless the race is abandoned, a boat that started but did not finish shall be scored as the number of boats that started plus one.

11. PENALTY SYSTEM.

11.1. The exoneration penalty and the advisory hearing and RYA arbitration of the RYA Rules Disputes Procedures will be available.

12. PROTESTS AND REQUESTS FOR REDRESS.

12.1 Protest forms are available at the clubhouse at EDYC. Protests shall be delivered there to an Officer of the club, within the protest time limit which is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.3 and 62.2.

13. SCORING AND AWARDS.

13.1 The number of races to count in a Series shall be fewer than the number of races sailed in accordance with the following scale, and shall be subject to the restriction that points awarded for a disqualification for unfair sailing shall not be discarded:

Number of races sailed	Number of discards
10, or more	3, or more to be communicated
7-9	2
5-6	1
4 or less	0 (all to count)

13.2. Awards & Prizes, will be given as follows:

Overall Series Class Championship. Awarded in each class, to the boat with the least points based on its best scores from 12 race starts, including a maximum of 2 compensation points scores in all Series.

Individual Series. Awarded in each Series, in each class, to the boat with the least points from a minimum of 3 race starts and scored as above.

GP14 Overall Winner. Awarded to the best GP14 based on the same criterion as the Overall Series Class Championship.

RS Feva Overall Winner: Awarded to the helm based on the same criterion as the Overall Series Class Championship.

13.3. Compensation Points for duties.

Any boat claiming compensation points as described in this notice shall ensure that the claim is recorded on the Race Officer's race results sheet for that date and by a named entry in the club service boat log book (on the correct date page) in the RIB shed.

Provided that an appropriate declaration is made, a boat which is unable to race because its crew is carrying out race or house duties will, on conclusion of the series, be awarded compensation points for the race/s concerned.

These shall be calculated as the average of her scores in the races of the series, apart from the race/s concerned and apart from any other race/s, not exceeding the number of race scores in the series which may be discarded.

13.4. An emergency stand in duty can happen when a person scheduled for a duty does not show up. If there is any doubt the Race Officer (or Acting Race Officer) shall decide if the duty was an emergency stand in and shall endorse the results sheet appropriately.

An emergency stand-in Race Officer will get compensation points equal to that of first place.

13.5. Compensation points for emergency stand-in RIB helm and crew or Chevy driver get compensation points equal to their best score from any race in the current series.

13.6. Races with at least one starter, shall be scored. A race with no starters is not a race however compensation points may still be claimed.

13.7. A boat may make one claim for average Compensation points (as per above) when competing in one Strangford Lough Open event per series that would otherwise prevent a start in the EDYC Series race. Claims for these points must be made to a member of the sailing committee within one week of the Strangford Lough Open event and must be accompanied by evidence to the satisfaction of the Sailing Committee that the boat started the other event.

14. HANDICAPPING SYSTEMS.

14.1 Races are under the NHC or PY Handicap systems as indicated in the schedule.

14.2 Application of the RYA NHC Handicap Systems - Boats racing under the NHC will use an RYA NHC handicap number as calculated and indicated within the RYA document National Handicap For Cruisers (NHC) Results Software Calculations.

www.rya.org.uk/SiteCollectionDocuments/technical/Web%20Documents/NHC/ResultsProgrammeCalculations.pdf

14.3. The established classes shall have a handicap number at the start of their 2023 series assigned from the RYA base NHC. Any boat that has not raced in the previous season will start at its base NHC and any new boat joining the class or transferring class will start at its base NHC.

14.4. After every race, in accordance with the method described by the RYA, a boat's NHC handicap will be adjusted and used in the next race. An adjustment in handicap number is not grounds for redress, this changes RRS 62.

14.4 Boats racing under the PYS will have their handicaps determined by the Sailing Committee in accordance with the current published RYA PYS list and remain at that figure for the year, unless changed by the RYA. PYS Trial Numbers issued to boats with no, or an inequitable PYS handicap will be assessed and liable to change after each assessable race until judged to be stable and a Club Number issued by the Sailing Committee.

15. SAFETY.

15.1 All Dinghy 1 and Dinghy 2 class boats must fulfil class rules concerning buoyancy, means for bailing, towropes and means of manual propulsion (paddles).

15.2. RRS 40 is amended to read: All dinghy sailors must wear an adequate personal flotation device while racing. Wetsuits and drysuits are not personal flotation devices.

15.3 All keelboats must carry the following safety equipment while racing: Engine (in-board or out-board), fuel for 1 hour motoring, sail number on mainsail, fire extinguisher, bucket and lanyard, warp (2 x LOA of boat), torch, adequate anchor and warp, foghorn, personal floatation devices for all crew members and First Aid equipment.

15.4 Boats must accept help if so directed by a safety crew. Non-acceptance of such help shall result in disqualification.

16. SAIL NUMBERS.

16.1 Boats shall display a clearly visible sail number on their mainsails.

16.2 A boat may temporarily use a mainsail carrying a different number from her allotted number provided notice of this intention is given to the Race Committee for each individual race of the series before going afloat. Recording a sail number as for example "16081 using number 702" on the signing out sheet referred to in information below is acceptable written notice for the purpose of this SI, as is verbally informing the RO on the committee boat.

17. RADIO COMMUNICATION.

17.1 A boat that is racing can make voice or data transmissions. Such voice or data communications shall be made available to all boats where practical. The use of channel M1/37 is available to assist competitors, race management and safety.

18. PRIZES AND AWARDS.

18.1 A prize will be awarded to each winner in the classes. This prize may be included with any overall series awards as indicated in section 13 Scoring and awards.

19. RISK STATEMENT.

Sailing by its nature is 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 organiser 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.

20. INSURANCE.

20.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per event or the equivalent.

20.2. In amendment of RRS 1.2 & 40, all sailors shall wear adequate personal buoyancy at all times when afloat in club vessels.

21. INFORMATION.

21.1. The Race Officer may cancel or abandon races if, in their opinion, available safety facilities are inadequate. This may involve the use of the N flag.

21.2. Mast head buoyancy is recommended for dinghies where inversion presents a recovery challenge.

21.3. The Race Officer may move mark E after the start to ensure the finish line is clearly open from the last mark of the course. After finishing boats are requested to keep clear of the Finishing Line and the sight lines from the Committee Vessel to those boats approaching the finish line.

21.4. Protest forms and RYA arbitration - Competitors are advised to make use of the RYA Protest Form, which is available along with information on the RYA arbitration procedure on the EDYC Club Notice Board and in the entrance hall of the Clubhouse.

21.5. A signing out and in sheet will be provided, located in the green shed attached to the notice board for helms and crews in the Dinghy classes. This sheet will be collected with the results sheets and is to enable the Race Officer to ensure that all boats and crews which used the slipway and raced are accounted for. All Dinghy competitors are requested to complete this for safety reasons. It will also improve accuracy of recording entries/results including sail numbers and size detail, especially in relation to Lasers and Toppers and their sail sizes.

21.6. All RIB and Chevy crews are required to put an entry in the Sailing Office log book for the vessel used, especially reporting any equipment related notes.

21.7. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions as can be practically provided in the circumstances.

21.8. NoR's and Sis are available to download on the club web site: www.edyc.co.uk

Appendix A:



This illustration will give an approximate location of the racing marks used by East Down Yacht Club. It is **NOT** to be used for navigation purposes.

www.edyc.co.uk



EDYC Sailing Committee, April 2023