

Schull Harbour Sailing Club



AMENDED GENERAL SAILING INSTRUCTIONS 2021

Sportsmanship and the Rules.

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principal of sportsmanship is that when competitors break a rule, they shall promptly take a penalty or retire.

1. Rules

1.1. All races will be sailed under the World Sailing Racing rules of sailing (RRS) 2021 - 2024 edition, Irish Sailing Association (ISA) prescriptions to these rules, ISA ECHO Class Rules, and these Sailing Instructions which will take precedence should there be any conflict with any of the above rules. It is a requirement for all boats sailing in club races to hold a 2021 Echo Cert & and for the owner/skipper to be a paid-up member of Schull Harbour Sailing Club (SHSC) for 2021. Failure to satisfy these conditions will invalidate any race result. SHSC is the Organising Authority (OA) for club racing.

2. Starting & Finishing Lines.

2.1. The Starting line shall be between the club rib (or such other boat being used as a committee boat) and a laid or fixed mark. The in harbour start and finish line will be between the club rib and a laid or fixed mark (UK Sailmakers Harbour Mark).

3. Starts

3.1. Racing will be started in accordance with RRS 26.

3.2. First Gun will be at 1330 Hrs. unless otherwise stated on the club programme of Races.

3.3. *Except for the following Races there will be separate starts for Division 1 and Division 2 (see also 11.5 below) with Division 1 starting first. The following Races will have all in starts*

- *Fastnet Race*
- *Cape Clear Finish*
- *Crookhaven Finish*
- *Baltimore Finish*

3.4. *The Division 2 start sequence will commence as soon as possible after the start of Division 1*

3.5. Alteration of Start Time

The Start time may be altered in the following circumstances

- The time of the FG may be changed by the OA and skippers will be notified by email no later than the previous day.
- By agreement at a physical meeting of Skippers on the morning of a race once such decision is not made more than 75 minutes before the scheduled start time
- By postponement or abandoning a race by the OA within 60 Minutes of the scheduled start time
- By postponement or abandoning a race by the PRO within 60 Minutes of the scheduled start time. In making such a decision the Principal Race Officer may consult with one of the following club officers in the following order
 - The Clubs Cruisers Sailing Captain
 - The Commodore
 - The Immediate past Commodore

3.6. Starting sequence will be as follows:

TIME

SOUND

5 Minute Warning

One Sound

4 Minute Preparatory

One Sound

One - Minute

One long Sound

Starting

One Sound

3.7. The Race Officer will start the race using VHF radio and Sound Signals only.

4. Courses

4.1. The course for the days racing will be will be advised on the “Skippers Registration WhatsApp Group”. A course card will be available to each boat at the Water Sports Centre and on the club website.

4.2. The course may consist of

- A course from the course card or
- A course with a series of marks and sequence that is not in the course card or
- A course from the course card, which may be preceded by a mark or series of marks before sailing that course.

4.3. No later than the warning signal the PRO has the discretion to alter the course. In making such a decision the Principal Race Officer may consult with one of the following club officers in the following order

- The Clubs Cruisers Sailing Captain
- The Commodore
- The Immediate past Commodore

4.4. The course Number or other course combination will also be announced on VHF radio approximately 5 minutes before the starting sequence.

4.5. In respect of RRS 32 and 33 (Shortening, Abandoning and Changing the Next Leg of the Course) In making a decision under these rules the Principal Race Officer may consult with one of the following club officers in the following order

- The Clubs Cruisers Sailing Captain
- The Commodore
- The Immediate past Commodore

5. **Course Marks.**

5.1. As well as utilising Islands in the bay as marks along with the Perch Amelia and Cush Navigation Marks, the club has laid the following marks

- Quincy (51 Deg 29.78N, 9 Deg 34.85W) SE of Gun Point
- Castle Island (51 Deg 30.81N, 9 Deg 30.05W) NE of Castle Island Pier
- Dreenatra (51 Deg 31.22N, 9 Deg 29.71W) ESE of Dreenatra Pier
- Skeam (51 deg 30.335 N, 9 deg 28.893 W) NW of Western Skeam
- UK Sailmakers Harbour Mark (Position to Follow in an amendment notice) In a central location within Schull Harbour
- Schull Mark. This will be a laid Mark for Calves Week and will be located NNW of Calf Island West

6. **Registration.**

6.1. In advance of each race all competing boats are required to register on a “Skippers Registration WhatsApp Group” in accordance with the club Covid 19 protocol

6.2. In advance of each race all competing boats are required to submit contact tracing details to SHSCContacttracing@gmail.com in accordance with the club Covid 19 protocols.

6.3. The Skipper shall be a fully paid up member of Schull Harbour Sailing Club and each yacht shall have a current Echo Handicap Certificate as issued by the ISA.

6.4. An Entry Fee of €10 per boat is payable at the Skippers Meeting. The OA reserves the right to score any competitor as DNC if any of 6.1, 6.2 or 6.3 is not complied with.

7. **Time Limit**

7.1. The time limit for all races will be 1730 hrs. extended by 30mins if the leading boat finishes within the time limit, except where otherwise indicated on the board at the Water Sports Centre.

7.2. The time limit may be extended by the PRO in exceptional circumstances. In making such a decision the Principal Race Officer may consult with one of the following club officers in the following order

- The Clubs Cruisers Sailing Captain
- The Commodore
- The Immediate past Commodore

8. Penalties

- 8.1. The one turn penalty for touching a mark, (RRS 31,44.1,44.2), shall apply.
- 8.2. For other situations except as set out in 8.4 below the Exoneration penalty is available to competitors
- 8.3. The Exoneration Penalty is a 30% scoring penalty calculated in accordance with RRS 44.3(c) and based on the number of entrants in the race (except that the minimum penalty is two places and no boat shall be scored worse than if she had been scored DNF).
- 8.4. The exoneration Penalty does not reverse an OCS score or a disqualification under RRS 30.3 or 30.4, and, it is not available where a boat has caused injury or serious damage, or gained a significant advantage by her breach. (See also RRS 44.1 (b))
- 8.5. A competitor taking a penalty must inform the PRO on finishing a race and give a brief description of the circumstances for taking a penalty to the PRO.

9. Protests and Requests for Redress

“Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principal of sportsmanship is that when competitors break a rule, they shall promptly take a penalty or retire.”

The above statement has been the overriding principle under which sailing has been undertaken in the club since its foundation.

Notwithstanding the above, situations may arise where a competitor or competitors may feel that a protest is required to remedy a situation. Should such a situation arise

- 9.1. It is the responsibility of the PROTESTOR to inform the PROTESTEE of the intention to lodge a protest at the first available opportunity after the event which gave rise to the incident being protested.
- 9.2. Competitors intending to protest shall inform the PRO immediately, upon finishing or retiring, of their intention to protest. This does not

discharge the competitor from their obligations under 9.3 below.

- 9.3. Protest forms are available from the club website, PRO, Sailing Captain or Commodore. Protests and requests for redress or reopening shall be delivered to the Officer of the day or the sailing captain within the time limit (See 9.4 below). Delivery can be made in person or by electronic means.
- 9.4. For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day.
- 9.5. On receipt of a valid protest dealing with a breach of a rule in Part 2 of the RRS or RRS 31 (Touching a Mark) the OA will appoint an arbitrator for the purposes of facilitating an arbitration hearing. (See also 10 below). This changes RRS 44.3, 63, 64 and 66. The arbitrator may decide based on the protest submitted if arbitration is suitable.
- 9.6. Should the arbitrator decide that **arbitration is suitable**, The OA will contact the parties to the protest to inform them of the time and place for the arbitration hearing and will furnish the parties with a copy of the protest. The time and place of the arbitration hearing may also be published on the Skippers Whatsapp Group. It is then the responsibility of the parties to present themselves for the arbitration hearing
- 9.7. Should the arbitrator decide that **arbitration is not suitable**, The OA will contact the parties to the protest to inform them of the time and place for the protest hearing and will furnish the parties with a copy of the protest. The time and place of the protest hearing may also be published on the Skippers Whatsapp Group. It is then the responsibility of the parties to present themselves and any witnesses they wish to call for the protest hearing. The arbitrator may be a member of any protest committee thus convened.
- 9.8. The arbitration and protest hearings may be conducted in person or remotely using the Zoom application.
- 9.9. Should the hearings be held via Zoom the club may appoint an additional attendee for the purposes of assisting the arbitrator and the protest committee in the orderly running of the hearings. The orderly running of the meetings may involve contributors being muted and moved from the meeting to holding areas or asked to leave or be removed from a meeting temporarily.

10. **Protest Arbitration** (changing RRS 44.3, 63, 64 & 66):

- 10.1. The use of arbitration changes RRS 63.1
- 10.2. The hearing will be conducted in accordance with Part 5 of the RRS and Appendix T of the RRS of Sailing except that RRS 64.1 will not apply. Instead, if the arbitrator decides that a boat that is a party to the hearing broke a rule for which the exoneration Penalty (see [paragraph 8 above) is available, the party will be invited to accept that Penalty. If it is accepted, the protesting boat will be allowed to withdraw its protest.
- 10.3. If a penalty is not accepted, a protest is not withdrawn, or the Exoneration penalty is not applicable to the facts (See also 8.4 of these instructions), there will be a normal protest hearing at which the arbitrator may be a member of the Protest Committee. Rule 66 shall not apply to an arbitration decision.
- 10.4. A boat may accept the Exoneration Penalty at any time before the start of a protest hearing, or she may retire.

11. **Scoring**

- 11.1. Scoring will be in accordance with Appendix A of the RRS 2021 to 2024. That is the low to high system.
- 11.2. Discards are as follows
 - June League: 1 discard if 4 races sailed
 - July League: 1 Discard if 4 races sailed
 - Autumn League: 1 Discard if 5 or more races sailed
 - Offshore series: 1 Discard if 5 Races Sailed
 - Overall Series: 1 Discard if 6 Races Sailed, 2 Discards if 9 races sailed 3 discards if 12 or more Races Sailed
- 11.3. The Sailing Captain may at his or her sole discretion allow a boat that is not owned by a Club Member, and which does not fall into any of the categories of membership listed in the Constitution, to race in any club race. In these circumstances this boat may be assigned a time only and may not be assigned a score under the scoring system outlined above.

- 11.4. Echo Handicaps will be set by SHSC Handicap Committee based on data from 2020 results and other available data. Echo Handicaps for new boats entering the fleet will be set by the SHSC Handicap Committee. SHSC in conjunction with the SHSC Handicap Committee reserves the right to alter a boats handicap at any time in the interest of fair competition.
- 11.5. *From July 10th until the end of the season the fleet is split into two divisions (1 and 2).* For the 2021 Season, Results will be provided on progressive ECHO and a blended handicap of IRC where a boat holds a current IRC Certificate or for boats without a current IRC certificate the boats standard ECHO handicap as issued by the ISA. Prizes will be awarded as per the sailing calendar.
- 11.6. Any boat that sails “exceptionally below normal performance” as determined by the Handicapping Committee in a particular race will get a result as normal, but the result will not affect their handicap which will remain the same for the following race.

12. Radio Communications

- 12.1. Except in an emergency, competitors shall neither make radio transmissions while racing nor receive radio communications not available to all competing boats. This does not invalidate any communications arising under 3.3, 4.3 4.5 and 7.2 of these instructions
- 12.2. This restriction also applies to mobile telephones.
- 12.3. Race Course VHF Channel is Channel 14.

13. Disclaimer of Liability

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who shall do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

- 13.1. Decision to race -The responsibility for a yacht's decision to

participate in a race or to continue racing is hers alone – RRS Fundamental Rule 4.

13.2. Schull Harbour Sailing Club does not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race.

13.3. Each boat shall have a minimum of two crew on board. There is no maximum. (Skipper plus one other person complies with this rule)

14. Covid 19 Protocols.

14.1. The clubs 2020 Covid Protocols remain in force and should be consulted and observed.

15. Insurance

15.1. It is the duty of each boat owner to have his boat adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for all racing events.

16. Sailing Instructions

17. These sailing instructions may be altered by the committee and amendments will be posted on the club website.

Issued on the 6th of July 2021