

**RS**  
*Feva*

**RS**  
*400*

**RS**  
*200*

**RS** **aero**

**Irish RS Class Association  
and  
Irish RS AERO Class Association**

in association with



**Irish RS Fest – 2023**

**Sailing Instructions**

**Blessington Sailing Club**

23<sup>rd</sup> – 25<sup>th</sup> June 2023

**including**

**RS 400, RS 200 National Championship Fri 23<sup>rd</sup> – Sun 25<sup>th</sup> June 2023**

**RS Feva National Championship Sat 24<sup>th</sup> – Sun 25<sup>th</sup> June 2023**

**RS Aero Inland Championship Sat 24<sup>th</sup> – Sun 25<sup>th</sup> June 2023**

With special thanks to



wild eala

[www.wildeala.ie](http://www.wildeala.ie)

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

[DP] denotes a rule for which the penalty is at the discretion of the Jury and may be less than disqualification.

## 1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the Irish Sailing Association will apply.
- 1.3 Applicable class rules are as per NoR 1

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 10:00 on the day it will take effect, except that any change to the schedule of races will be posted on the Official Notice Board 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 [www.rsireland.com/rs-fest/](http://www.rsireland.com/rs-fest/)

## 4. CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Boats not racing shall avoid any area where boats are racing and any official vessel.

## 5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the main mast at Blessington Sailing Club.
- 5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
- 5.3 [DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.'
- 5.4 In the case of there being two course areas, Flag D will be displayed together with the respective racing area flag showing the colour of the racing area (Red or Green) and the class flags to assign classes to a racing area. This changes RRS Race Signals

## 6. SCHEDULE OF RACES AND NUMBER OF RACES

### 6.1 Schedule

Date	Briefing Time.	Time of first Warning Signal	Number of Races Scheduled
Friday 23 <sup>rd</sup> June	10:30 RS400/RS200	11:55 RS400/RS200	3 races RS400/RS200
Saturday 24 <sup>th</sup> June	10:30 RS Feva/RS Aero	11:55 All classes	3 races All classes
Sunday 25 <sup>th</sup> June		11:25 All classes	3 races All classes

- 6.2 The Race Committee may run an extra race on any day to enable the scheduled number of races to be completed. Displaying Flag "E" at the end of scheduled racing will signal this on that day.

- 6.3 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
- 6.4 On Sunday 25th June, no starting signal will be made after 15:00, except for the restart of a race following a General Recall.

## 7. CLASS FLAGS

7.1 The class flags will be as follows:

RS 400	RS400
RS 200	RS200
RS Feva	Flag R
RS Aero	RS Aero

## 8. RACING AREA

- 8.1 Racing will take place on the large lake at Blessington Sailing Club. The starting line may be up to 1 mile from BLSC. The precise racing area will be indicated as per SI 5.4 and highlighted at the Competitor Briefings on the first and subsequent days of the Event.
- 8.2 In the case of there being two race course areas, the course areas shall be designated Red and Green and indicated as per SI 5.4.

## 9. COURSES

- 9.1 Courses will be Trapezoid or Windward/Leeward with a leeward gate.
- 9.2 A spreader mark may be laid at the windward mark in Windward/Leeward courses.
- 9.3 The diagrams in Appendix A show the courses, the order in which marks are to be passed, the side on which each mark is to be left and the number of rounds to be sailed.
- 9.4 If only one gate mark is laid on any course, it should be taken as a leeward mark and rounded to Port.

## 10. MARKS

10.1 In the case of there being two race course areas, the Windward, Spreader (if used), and gate/Leeward marks will be as follows:

Red Course Area	Orange Cylinders
Green Course Area	Yellow Cylinders

- 10.2 In the case of there being a single race course area, the marks shall be as for the Red course area above.
- 10.3 The starting marks (where used) will be distinctive inflatable or dan buoys with a flag.
- 10.4 The finishing marks will be distinctive inflatable buoys.
- 10.5 A race committee vessel signalling a change to a leg of the course is a mark as provided in SI 12.2

## **12. THE START**

- 12.1 The Race Committee Signal Vessel for the Red course area will be a "White Square Dory". The Race Committee Signal Vessel for the Green course area will be a Green coloured Sailing Cornish Shrimper.
- 12.2 The starting line will be between a pole displaying an orange flag on the race committee signal vessel at the starboard end and either a starting mark or the orange flag on a RIB at the port end of the line.
- 12.3 An inner distance mark may be laid adjacent to the race committee vessel, not necessarily on the starting line, and, if laid, is a starting mark according to RRS 18.1(a) and RRS 31. No boat shall pass between an inner distance mark and the race committee vessel after the preparatory signal.
- 12.4 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as a rectangle 50 meters from the starting line and marks in all directions.
- 12.5 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes RRS A4.

## **13. CHANGE OF COURSE**

- 13.1 To change the next leg of the course, the race committee will move the original mark (or finishing line) to a new position. Minor changes may not be signalled.
- 13.2 Except at a gate, boats shall pass between the race committee vessel signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28

## **14. THE FINISH**

- 14.1 The finishing line will be between a mast displaying a Blue flag on the committee vessel at the starboard end and the port end finishing mark.

## **15. SHORTENING COURSE**

- 15.1 In addition to the provisions of RRS 32, when a Race Committee vessel displaying Flag F and making repeated sound signals is positioned adjacent to a mark or gate of the course, boats, having rounded that mark or passed through that gate, shall proceed directly to the Finish line to finish. SI 12.2 will apply.

## **16. PENALTY SYSTEM**

- 16.1 RRS 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

## **17. TIME LIMIT**

- 17.1 If no boat has passed mark 1 within 40 minutes of her start, the race will be abandoned.
- 17.2 Boats failing to finish within 10 minutes after the second boat in their class sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and RRS A4.1.
- 17.3 In addition to RRS 32, 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) Flag W with one sound signal. A boat so notified is no longer required to sail the course, shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this sailing instruction will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied. The decision by the race committee to use this procedure or not to use it shall not be grounds for requesting redress. This changes RRS 60.1(b) and RRS 62.1(a).

## **18. PROTESTS, REQUESTS FOR REDRESS, ARBITRATION**

- 18.1 Boats intending to protest shall inform the Race Committee vessel, either by hail at the finish of the race concerned or, if this is impractical, at the earliest opportunity.
- 18.2 Protests shall be lodged online using the link on the official notice board linked from [www.rsireland.com/rs-fest/](http://www.rsireland.com/rs-fest/) . This amends RRS 61.2.
- 18.3 Protests shall be lodged each day within one hour (1 hr) after the last boat to finish in the last race of each day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 18.4 Protest hearings will be held in the BLSC and the schedule shall be posted on the event virtual notice board to inform competitors of hearings in which they are parties or named witnesses. It is the responsibility of competitors to make themselves available at the time and place indicated on the virtual notice board.
- 18.5 On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 18.6 Arbitration. Appendix T will apply except that the post-race penalty is 20% or at least two points. This changes T1(b). RRS 64.1 (b) applies: if a boat has taken an applicable penalty she shall not be penalised further with respect to the same incident unless the rule she broke is a disqualification that is not excludable from her series score.

## **19. SCORING**

- 19.1 The Low Points Series of RRS Appendix A, will be used.
- 19.2 Two (2) races are required to be completed to constitute a series.
- 19.3 When fewer than 4 races have been completed, a boat's series score is the total of her race scores.
- 19.4 When 4 or more races have been completed, a boat's series score is the total of her race scores excluding her worst scores.
- 19.5 When 8 or more races have been completed, a boat's series score is the total of her race scores excluding her two (2) worst scores.

## **20. SAFETY REGULATIONS**

- 20.1 All competitors should wear adequate personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. Dry suits and wet suits are not adequate personal flotation devices.
- 20.2 A boat that retires from a race shall notify the Race Committee or a safety vessel as soon as possible. [NP] [DP]
- 20.3 It is mandatory that all Feva competitors (Helm and Crew) sign a Safety Declaration going afloat AND sign in on returning ashore. Failure to do so may result in disqualification. The system will be described at the briefing. [NP] [DP]

## **21. REPLACEMENT OF CREW OR EQUIPMENT**

- 21.1 Substitution of competitors (helm or crew) will not be allowed, except in a medical emergency, without prior written approval of the Race Committee. [DP]
- 21.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity. This instruction does not apply to sails [DP]

## **22. PRIZES**

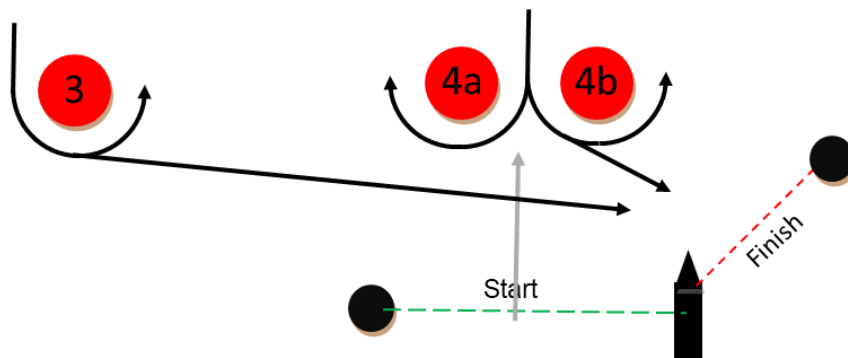
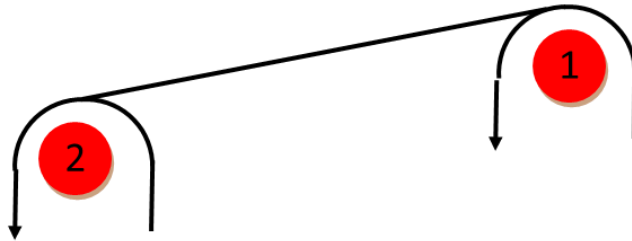
- 22.1 Prize giving will take place as soon as possible following the conclusion of racing.
- 22.2 Prizes will be awarded for the first three boats in each fleet.
- 22.3 Additional prizes may be awarded at the discretion of the Class Association and Organising Authority.

## **23. LIABILITY**

- 23.1 Blessington Sailing Club and its officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the regatta, and competitors take part in the regatta entirely at their own risk. The establishment of the Notice of Race and the Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of competitors being solely and entirely responsible for the management of a boat they are sailing. It is the responsibility of each competitor to participate in a race or to continue racing. A competitor is wholly and exclusively responsible for his or her personal accident and health insurance. The person in charge is wholly and exclusively responsible for his or her third-party liability insurance on the boat that he or she is sailing.
- 23.2 RRS 4, Decision to Race. The safety of a boat and her crew is the sole and inescapable responsibility of the owner, who must do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew, each of whom are physically fit and properly clothed to face bad weather. He/she must be satisfied as to the soundness of the hull, steering equipment, rigging and sails and all gear. He/she must ensure that all safety equipment is properly maintained and stowed, and that the crew knows where it is kept and how it is used. Neither the establishment of these special regulations, their use by the sponsoring organisations, nor the inspection of a boat under these regulations, in any way limits or reduces the complete and unlimited responsibility of the owner. It is the sole and exclusive responsibility of each boat to decide whether or not to start or to continue to race.

# Appendix A – Course diagrams

## Trapezoid Courses



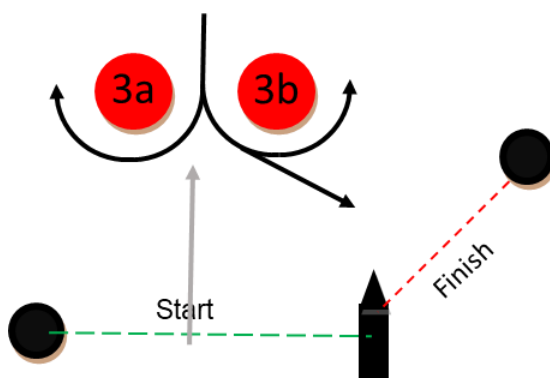
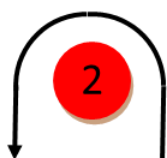
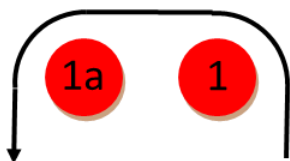
### Course - Inner Trapezoid

Signal	Mark Rounding Order
I 2	Start – 1 -4a/4b – 1 – 4b - Finish
I 3	Start – 1 -4a/4b – 1 – 4a/4b – 1 – 4b - Finish
I 4	Start – 1 -4a/4b – 1 – 4a/4b – 1– 4a/4b – 1 – 4b - Finish

### Course - Outer Trapezoid

Signal	Mark Rounding Order
O 1	Start – 1 -2 – 3 - Finish
O 2	Start – 1 – 2 -3 – 2- 3 - Finish
O 3	Start – 1 – 2 -3 – 2- 3 -2 – 3 - Finish

## Windward/Leeward Courses



### Course – Windward/Leeward Outer mark

Signal	Mark Rounding Order
L 2	Start – 1 – 1a – 3a/3b – 1 – 1a – 3b – Finish
L 3	Start – 1 – 1a – 3a/3b – 1 – 1a – 3a/3b – 1 – 1a – 3b – Finish
L 4	Start – 1 – 1a – 3a/3b – 1 – 1a – 3a/3b – 1 – 1a – 3a/3b – 1 – 1a – 3b – Finish

### Course - Windward/Leeward Inner mark

Signal	Mark Rounding Order
S 2	Start – 2 – 3a/3b – 2 – 3b – Finish
S 3	Start – 2 – 3a/3b – 2 – 3a/3b – 2 – 3b – Finish
S 4	Start – 2 – 3a/3b – 2 – 3a/3b – 2 – 3a/3b – 2 – 3b – Finish