

ROPE DOCK



1720 National Championships 2019



Baltimore, County Cork, Ireland.
Friday 30th August to Sunday 1st September 2019

SAILING INSTRUCTIONS

1. RULES

- 1.1 The Championship will be governed by the "rules" as defined in the current Racing Rules of Sailing (RRS) 2017-2020, the current rules of the 1720 Sportsboat Class Association, the Notice of Race and these Sailing Instructions. If there is any conflict between the Notice of Race (NOR) and the Sailing Instructions (SIs), the SIs shall take precedence.
- 1.2 The Organising Authority is Baltimore Sailing Club.
- 1.3 Boats may be required to affix advertising supplied by the Sponsor to each side of their bows. If used, this advertising will be supplied by the organiser and shall be positioned, on each side of the hull, as instructed by the organiser.
- 1.4 Each boat shall carry her National Letters and sail numbers on her mainsail, in amendment of RRS G1.1(b).
- 1.5 Except in an emergency, and with the written permission of the Race Committee, Boats shall not be removed from the water between the time of the scheduled start for Race 1 and the finish of her last race of the series.

2. SCRUTINEERING

- 2.1 Boats may be scrutinized at any time during the event.
- 2.2 The boat owner or his approved representative will be required to sign a form undertaking at registration to carry safety equipment as listed in the class constitution. This form is at the bottom of this document. Note: Weight of the anchor its suitability, the weight of the rope and its suitability, the newtons of the lifejacket and the suitability and condition of the equipment are all the responsibility of the boat. All equipment is the responsibility of the boat.
- 2.3 Failure to comply with any part of SI 2.2 may result in a scoring penalty of 20% being applied to the appropriate boat (without a hearing) in respect of all races sailed until those SIs are complied with (amends RRS 63.1). This penalty shall be applied as set out in RRS 44.3(c) except that each boat that finished after her shall be moved up one place.

3. SAILS ON BOARD

- 3.1 1720SCA Rules C.2.1 and C.2.2 will be strictly applied and are reproduced in the notes appended.
- 3.2.1 Boats shall use only the sails (max. 6) that were on board when the boat left the Marina and no sail shall be taken afloat in, or transferred to or from, a RIB (or other craft) except as provided for in SI 3.2.2.
- 3.2.2 If a sail becomes damaged to the extent that it could not be repaired on the water a replacement may be obtained from onshore, otherwise no sail shall be exchanged between races on the same day.



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3.2.3 Any boat replacing any sail shall notify the Race Committee immediately on arrival ashore that day and, if requested, shall produce the damaged sail for inspection. If, in the opinion of the Race Committee, the sail is not damaged to the extent required by 1720SCR C.2.2 the boat shall be penalised as described in SI 2.3. In amendment of SI 2.3, the penalty will be applied to each race during which the replacement sail was used.

3.3 1720SCR C.2.4 will not apply at this regatta. Boats are not entitled to protest another boat for an alleged infringement of this rule (amends RRS 60.1(a)).

4. ELIGIBILITY

4.1 Only boats registered with the 1720SCA (and for which the 2019 Class Fee has been paid) shall be eligible to compete.

4.2 Crews shall comply with the maximum Crew Weight Limit, as set out in the Class Rules. The scales used are deemed to be accurate and, in amendment of RRS 62.1, no redress will be granted in respect of this issue.

Crews may only be substituted with the approval of the race officer and replacement crew must be within 10 kgs of the substituted crew.

4.3 The Race Organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. Moreover every competitor warrants the suitability of his boat for the race or races.

4.4 A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

4.5 It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or going to sea, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.

4.6 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least Euro 2.0m.

4.7 No act by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the racing and the event and includes the Organising Authority, the 1720 Sportsboat Class Assoc., the Race Committee, the Race Officer, patrol boats and Beachmasters.

4.8 Each boat is responsible to ensure that it is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; that the safety equipment is properly maintained, stowed and in date and that the crew know how to use it.

4.9 The fact that the Race Committee, Jury or another boat conducts inspections of a boat does not reduce the responsibilities of the boat set out in this paragraph.

5. OFFICIAL NOTICE BOARD & BRIEFING

The Official Notice Board will be located on or beside the blackboard outside Baltimore Sailing Club. A Briefing for all competitors will take place at 09.00 hrs on Friday at Baltimore Sailing Club.

6. ALTERATIONS TO SAILING INSTRUCTIONS OR SCHEDULE

Any alterations to the SIs will be posted on the Official Notice Board not later than two hours prior to the scheduled start of the first race on the day it will take effect except that any change in the schedule of races will be posted by 20.00 hrs. on the day prior to that change taking effect.

7. SIGNALS MADE ASHORE

7.1 Signals made ashore will be displayed from the main flagstaff at Baltimore Sailing Club.

7.2 After a postponement has been signaled the Warning Signal will be made not less than 60 minutes after the signal is lowered (amends Race Signals).

7.3 When flag ICF 'V' is signaled boats shall not leave the harbour. The Warning Signal will be made not less than 60 minutes after the signal is lowered (amends Race Signals).

8. REGISTRATION & RACE PROGRAMME

8.1 Registration and weigh-in shall take place in Baltimore Sailing Club clubhouse between 17.30 and 21.00 hrs. on Thursday 29th August.

8.2 Schedule of Races

Friday 30th August	Race Schedule 3 No. Races – first Warning Signal 11.55 hrs
Saturday 31st August	Race Schedule 3 No. Races – first Warning Signal 10.55 hrs



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Sunday 1st September

Race Schedule 2 No. Races – first Warning Signal 10.55 hrs

- The Race Committee reserves the right to change the schedule of races, as per SI6 above.
- 8.3** The Race Committee reserve the right to run 1 Additional Race per day if deemed necessary due to adverse weather conditions. The race committee will fly NP1 before the first boat finishes to signal that it is their intention to run 1 additional race. This rule overrides Sailing Instructions 6.0
- 8.4** Races shall be completed in numerical order.
- 8.5** From the total ~~eight race~~ schedule, four races sailed shall constitute a series.
- 8.6** No race shall go into sequence after 14:30 hrs on Sunday 1st September.
- 9. CLASS FLAG**
The Class code flag shall be the 1720 Class Flag.
- 10. SAFETY**
Whilst the Organising Committee strongly recommends that personal buoyancy be worn at all times. It is the responsibility of each boat to comply with Class Rules, and wear adequate personal buoyancy for the prevailing conditions. No signal will be flown on the Committee Boat.
- 11. RACING AREA**
Unless amended subsequently, racing will take place in the area west of Sherkin Island and south east of the Calve islands accessed through The Sound, to the north of Baltimore Harbour. Any changes to this race area will be advised on the official notice board as provided for in SI 6.
- The race area is marked on the map at the bottom of this document.
- 12. THE COURSE**
- 12.1 The course for all races will be Windward/ Leeward,
12.2 After starting marks shall be rounded to port (p) as follows:
1(p) - 2(p) - 3(p)
1(p) - 2(p) - 3(p)
1(p) - 2(p) - 3(p)
Finish
- 12.3 After the start the Committee Boat may be an obstruction.
- 12.4 The approximate compass bearing to Mark 1 may be displayed from the Committee Boat at the Starboard end of the Starting Line.
- 12.5 The mark numbers are as follows: 1- Weather Mark
2- Wing (Spreader) Mark
3- Leeward Mark
- 13. MARKS**
Racing Marks will be large Black Buoys.
- 14. THE START**
- 14.1 Races will be started using RRS 26
14.2 The starting line shall be between an orange mark (to be passed to port) and a red and white pole on the committee boat. An Inner Limit Mark may be moored near the Committee Boat, approximately on the Starting Line. Any boat passing or attempting to pass between such Limit Mark and the nearby Committee Boat will be disqualified without a hearing (amends RRS 63.1).
14.3 A boat shall start not later than 5 minutes after her starting signal.
14.4 If a start under the Black Flag Rule (RRS 30.4) is subject to a general recall the sail numbers of boats identified infringing RRS 30.4 will be displayed on the Committee Boat for at least five minutes before the signal First Substitute is removed. One long sound signal will be made when the numbers are initially displayed.
14.5 When the Race Committee decides that its application of RRS 30.4 entitles a boat to redress under RRS 62.1(a), it may give her redress by not displaying her sail number and not disqualifying her (amends RRS 30.4, 60.2 and 63.1).
- 15. CHANGE OF COURSE AFTER THE START**



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- 15.1 A significant change of course after the start will be signaled as the leading boat rounds the mark before the mark being moved, although the mark being moved may not then be in its new position. This will be signaled by a race support boat waving either a Red or Green flag to indicate whether the next mark is being moved to Port or Starboard. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.
- 15.2 Minor changes to the course will Not be signaled.
- 15.3 If the Race Committee is unable to relocate an existing mark it will substitute an alternative mark.
- 15.4 In amendment of RRS 33, no signals will be made to indicate whether or not a leg has been shortened or lengthened.

16. SHORTENING COURSE

- 16.1 In amendment of RRS 32 the course may be shortened for any reason at the discretion of the Race Committee provided that at least three legs have been sailed.
- 16.2 Subject to 16.1 above, if a race committee boat located in the vicinity of mark 3 displays ICF "F" with repeated sound signals this will mean – "the course is shortened and proceed to finish line after rounding mark 3". This is in addition to RRS 32.

17. ABANDONING A RACE

In addition to RRS 32 the Race Committee may abandon a race because of major wind-shifts or irregular winds affecting all or part of the course or when the wind speed drops below 5 knots. Boats will not be entitled to redress under RRS. 62.1(a) if this SI is applied. If a race is abandoned, boats are required to return to the starting area to await further signals.

18. THE FINISH

The Finishing Line shall be between the red and white pole on the committee boat and the Finishing ODM, which shall be the same mark as the starting ODM, positioned closer to the committee boat.

19. TIME LIMIT

In amendment of RRS 35 any boat which fails to finish within 20 minutes of the leading boat shall be scored as 'Did not Finish'. The Time Limit for the leading boat shall be 90 minutes.

20. RETIRING

A retiring boat shall make every effort to promptly inform the Race Committee, either by hailing or on VHF, and in particular whether she intends to compete in subsequent races that day or go ashore.

21. PROTESTS

- 21.1 In addition to the obligations in RRS 61.1(a) protesting boats shall, immediately after finishing, inform the Race Committee (on the Committee Boat at the Finish) of their intention to lodge a protest.
- 21.2 Protest Forms will be available from the Race Office.
- 21.3 All protests shall be delivered to the Race Office (at Baltimore Sailing Club) within protest time. Protest time will end approximately 2 hours after the finishing time of the last boat in the last race of the day.
- 21.4 The sail numbers of boats involved in protests together with the schedule of protests will be posted on the Official Notice Board 15 minutes after the time limit for protests. The listing of a boat on this schedule shall constitute informing her in the context of RRS 61.1(b).
- 21.5 Protests lodged on Friday may be held over until the subsequent day before being heard.
- 21.6 In amendment of RRS 66, on the last day of the regatta a request to reopen a hearing shall be delivered:-
- (a) within protest time if the party requesting reopening was informed of the decision on the previous day
- (b) no later than 15 minutes after the party requesting reopening was informed of the decision that day.
- 21.7 Arbitration may be offered by the Race Committee.

22. BOWSPRIT RULE

- 22.1 Bowsprits shall not be extended on an upwind leg. An upwind leg is a leg on which spinnakers cannot be set. The upwind leg starts 5 boat lengths after rounding the mark at the beginning of the leg and finishes at Mark 1 when the stern of the boat crosses the extension of an imaginary line drawn through Mark 3 and Mark 1, after rounding Mark 1. For the purposes of this SI the leg between Mark 1 and Mark 2 is NOT an upwind leg. (This means that bowsprits can be extended but boats cannot claim an overlap with a bowsprit if they couldn't fly a spinnaker on that leg.) For the purposes of RRS 18 when it is



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possible to set a spinnaker the normal position of the bowsprit is extended. When it is not possible to set a spinnaker the normal position of the bowsprit is retracted.

22.2 The penalty for infringing this SI may be a points penalty, suspended or imposed, instead of disqualification.

23. PENALTIES

Infringements of the Class Rules may incur penalties other than disqualification.

24. SCORING & DISCARDS

Eight races are scheduled of which four shall be completed to constitute a series.

The low-point scoring system, RRS Appendix A, will apply.

If five or more races are completed one discard will be applied.

25. ON THE WATER UMPIRES

On the water Umpires may be present during the event, to observe and record rule infringements. Umpires may at their discretion initiate a protest against one or all boats involved, especially where no penalty results.

26. PRIZEGIVING & PRIZES

Daily prize givings will be held in the Club as soon as possible after racing each day.

Race prizes will be awarded to the highest placed boat that has not already received one such prize.

The overall prize giving will be held at the Club on Sunday once all boats have been lifted. Overall prizes will be awarded for, at least, positions 1 to 3 inclusive.

27. SUPPORT BOATS

Only Official Race Committee Boats are permitted in the race area while a race is in progress. Other boats shall stay outside areas where boats may be racing from the time of the preparatory signal until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.

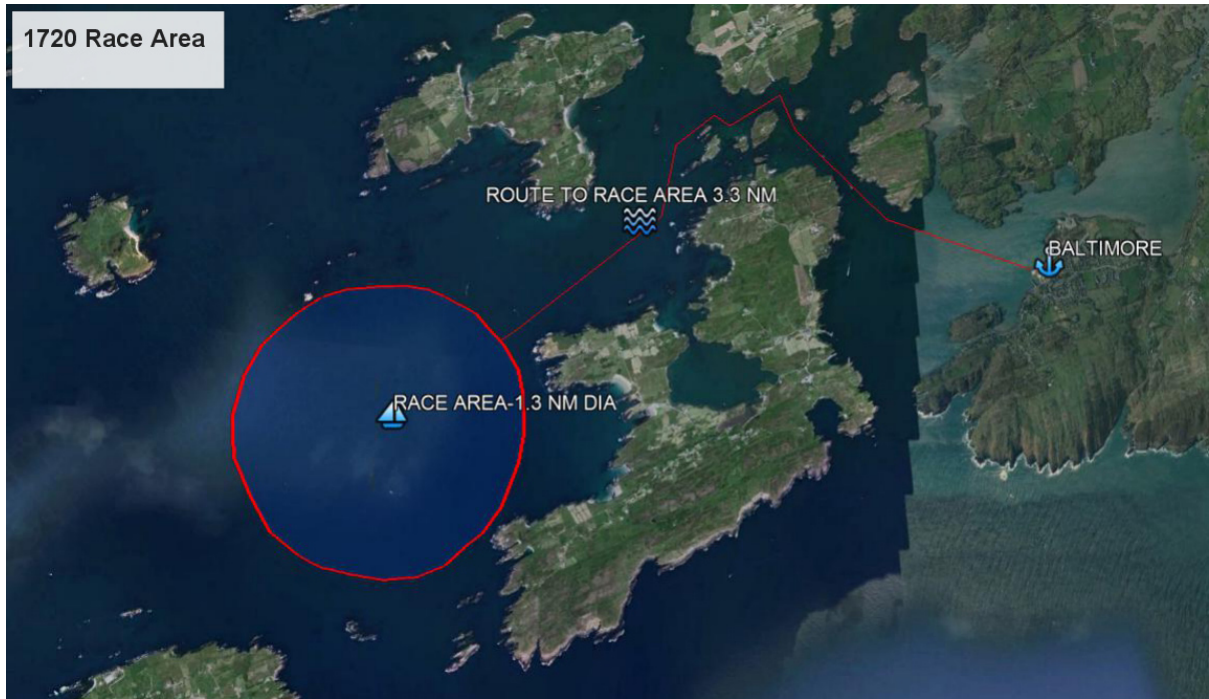
28. VHF COMMUNICATION

The Race Committee will operate on Channel 10, and may broadcast the starting sequence on this channel.



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1720 Race Area



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