

# 1720 National Championships

8<sup>th</sup> to 10<sup>th</sup> September 2022

## SAILING INSTRUCTIONS

### 1. ORGANISING AUTHORITY

1.1 The Organising Authority (OA) is Baltimore Sailing Club, the Pier, Baltimore.

### 2. RULES

2.1 Racing will be governed by the 'Rules' as defined in:

- The Racing Rules of Sailing (RRS)
- Irish Sailing Prescriptions
- 1720 Class Rules. As per "1720 Sportsboat Class Association Constitution", As listed on 1720sportsboat.org. Class Rule C.2.4 Sail Limitations due to Wind Speed will apply
- World Sailing RRS Appendix UF: Umpired Fleet Racing will apply as approved under Regulation 28.1.5(b)

2.2 Boats may be required to display advertising chosen and supplied by the OA.

2.3 Bowsprits, the following rules shall apply:

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 bow of the boat crosses to windward of the weather mark. The penalty for infringing this SI shall be a one turn penalty, or a minimum of five points if an on the water penalty is not taken and may be Umpire initiated.

### 3. NOTICES TO COMPETITORS

The Official Notice Board (ONB) is the Baltimore Sailing Club notice board. This may be copied on the BSC website. Notices to competitors may be posted in the event WhatsApp Group:

### 4. CHANGES TO SAILING INSTRUCTIONS OR SCHEDULE

Any alterations to the SIs will be posted 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 21:00 hrs on the day before it will take effect.

### 5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the Club flagpole at the sailing club.

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

5.3 When flag 'D' is signalled, boats shall not leave the moorings/harbour. The Warning Signal will be made not less than 60 minutes after the signal is lowered (amends Race Signals).

### 6. SCHEDULE

6.1 Nine races are scheduled.

Wed 7 <sup>th</sup> Sept		17:00 – 20:00 Registration & Crew Weighing
Thurs 8 <sup>th</sup> Sept		09:00 – 10:00 Registration & Crew Weighing
	3 Races	1 <sup>st</sup> Warning Signal 11:55 hrs followed by two races
Fri 9 <sup>th</sup> Sept	3 Races	1 <sup>st</sup> Warning Signal 10:55 hrs followed by two races
Sat 10 <sup>th</sup> Sept	3	1 <sup>st</sup> Warning Signal 10:55 hrs followed by two races

	Races	
--	-------	--

6.2 To signal that another race will be sailed the Race Committee will display Flag 'R' at the finish of the last scheduled race of the day. This SI amends RRS 'Race Signals'.

6.3 Up to a maximum of 4 races can be sailed on any one day. This is at the discretion of the PRO.

6.4 No Warning Signal will be made after 15:00 hrs Saturday the 10<sup>th</sup> September 2022, except for postponements, general recalls and abandonment of a race for which the first warning signal was made before 15:00 hrs.

## 7. CLASS FLAGS

The 1720 class flag will be used for this event

## 8. RACING AREA

The 3 proposed race areas are as follows:

- 1: Approximately 1.5 NM south of the entrance to Baltimore Harbour
- 2: Inside Baltimore harbour
- 3: The area North West of Sherkin Island

The race area will be displayed on the Club flagpole on the morning of racing. Numeral pennant 1,2 or 3 will be used as described above.

## 9. THE COURSE

9.1 As displayed in appendix A (Below)

9.2 In the event that there is no spreader mark, a boat will continue from the weather mark to the leeward mark.

9.3 In the event that there is only one leeward mark set instead of leeward gate 3(p)/3(s) the mark shall be rounded to port.

## 10. MARKS

As described in the briefing

## 11. THE START

11.1 The starting line shall be between a red and white pole on the committee vessel at the starboard end and a dan buoy or Rib with orange flag as the ODM.

11.2 A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS Appendix A clause A4 and A5

## 12. CHANGE OF COURSE AFTER THE START

12.1 To change the next leg of a course the Race Committee will lay a new mark (or move the mark) and remove the original mark as soon as possible. When in a subsequent change a new mark will be replaced by an original mark. Minor changes will be made by moving the original marks and will not be signalled. This changes RRS 33.

12.2 Except at a gate, boats shall pass between the Race Committee vessel signalling the change to the next leg and the nearby mark, leaving the mark to port and the Race Committee vessel to starboard. This changes RRS 28.

## 13. SHORTENING COURSE

If at mark 2 or at the gate a Race Committee vessel displays Flag "F" and makes repeated sound signals, boats shall leave the mark on the required side and then sail directly to the Finish. SI 12.2 shall apply.

## 14. THE FINISH

---

The Finishing Line shall be between a red and white pole on a committee vessel and a dan buoy.

#### **15. TIME LIMIT**

The time limit for the first boat to sail the course and finish is 90 minutes. Boats failing to finish within 15 minutes of the first boat to sail the course and finish will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

#### **16. COMMUNICATION**

Competitors are advised to carry a VHF and listen for any communication on channel 72.

#### **17. PENALTY SYSTEM**

17.1 The penalty for breaking a Rule of Part 2 of the RRS shall be a One-Turn Penalty in accordance with rule 44.2 except for infringements of rule 18.3 when an additional penalty will apply.

17.2 For infringements of the Class Rules the Protest Committee may impose penalties other than disqualification.

17.3 Appendix UF Umpired Fleet Racing will apply. Please see attached.

#### **18. PROTESTS**

18.1 Appendix UF Umpired Fleet Racing will apply

---

#### **19. SCORING**

19.1 Nine races are scheduled; three races are required to be completed to constitute a series.

19.2 When fewer than six races have been completed, a boat's series score shall be the total of her race scores.

19.3 When six or more races have been completed, one discard shall be applied.

#### **20. CREW & WEIGHT LIMITS**

20.1 The weighing scales provided by the OA shall be used for all competitors. The scales used are deemed to be accurate and, in amendment of RRS 62.1, no redress will be granted in respect of this.

20.2 Weight limits shall apply: 1720 Class – 450kg

#### **21. EQUIPMENT & MEASUREMENT CHECKS**

Boats may be inspected at any time during the event. On the water, a boat may be instructed by a member of the Race Committee or Technical Committee to proceed to a designated area for inspection.

#### **22. HAUL OUT RESTRICTIONS**

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

#### **23. PRIZES**

The Prize Giving Ceremony will take place after sailing on Saturday 10<sup>th</sup> September

Prizes will be awarded to at least the boats placed 1<sup>st</sup> to 5<sup>th</sup> overall

Perpetual prizes remain the property of the 1720 Class.

---

#### **24. RISK STATEMENT**

24.1 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"

- 24.2 Sailing is by its nature 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 and omissions;
  - (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
  - (e) provision of a race management team, patrol boats and other officials and volunteers by the OA 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;
  - (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.

## **25. INSURANCE**

It is the duty of each boat owner to have their boat adequately insured against the risk, including civil responsibility to third parties and to ensure that it remains valid for the entirety of the regatta.

## **26. COMPETITOR INFORMATION**

- 26.1 Competitors shall be deemed Honorary Members of Baltimore Sailing Club for the duration of the Event.
- 26.2 Media waiver: Competitors give their consent to Baltimore Sailing Club, its sponsors and the OA to use their name, comments, photographs and likeness to promote the 1720 National Championships and any subsequent events.

---

### **Attachment 1 –**

#### **Course:**

#### **OD2 START LINE 2.1**

This will be between a Red & White pole on the Committee Vessel and an adjacent orange mark (or a vessel displaying an orange flag) at the port end. An IDM may be laid off the Committee Vessel and yachts shall not pass between the CV and the IDM when starting.

#### **OD3 COURSE 3.1**

Unless advised otherwise by the CRO, the course configuration is as indicated in the course diagram below. The approximate bearing and distance of the weather mark from the Committee Vessel will be provided on VHF 72 along with the number of rounds to be sailed. This information may also be displayed on the Committee Vessel.

#### **3.2**

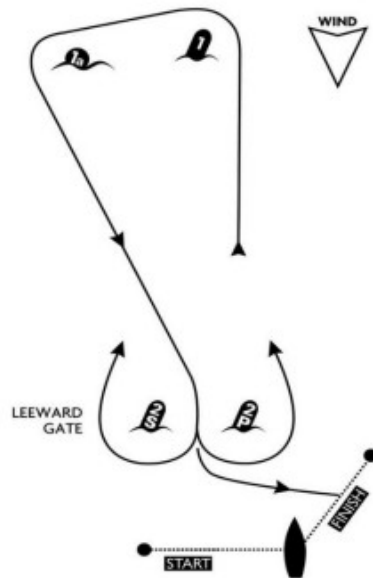
In the event that a leeward gate is not in position, boats shall round the laid leeward mark to port. **OD4 FINISH LINE 4.1**

This will be between a Red & White pole on the Committee Vessel and an adjacent mark to weather of the committee vessel.

**OD5 PROCEED TO FINISH SIGNAL 5.1**

A Committee Vessel positioned at a mark displaying ICF "F" with repeated sound signals shall mean "round this mark on the required side and proceed directly to the Finish". This is in addition to RRS 32.

**OD6 COURSE DIAGRAM**



**Two Rounds:**  
1 PT, 1a PT, 2S/2P Gate,  
1 PT, 1a PT, 2P PT,  
Finish

**Three Rounds:**  
1 PT, 1a PT, 2S/2P Gate,  
1 PT, 1a PT, 2S/2P Gate,  
1 PT, 1a PT, 2P PT,  
Finish