



Covestone
Asset Management



SAILING INSTRUCTIONS

1720'S

Wednesday 26th- Saturday 29th June 2013



COVESTONE ASSET MANAGEMENT SOVEREIGN'S CUP INCORPORATING 1720 EUROPEAN CHAMPIONSHIP

Kinsale Yacht Club
26th – 29th June, 2013

SAILING INSTRUCTIONS

OD	Peter Crowley
OD Boat	MV "Spare Time"- white MV
VHF Channel	Chn 68

1. RULES

- 1.1 The Championship's will be governed by the "rules" as defined in the current Racing Rules of Sailing (RRS). The prescriptions of the Irish Sailing Association shall not apply. If there is any conflict between the Notice of Race (NoR) and the Sailing Instructions (SIs), the SIs take precedence.
- 1.2 Boats may be required to affix advertising supplied by the Sponsor to hull, booms or back-stays. If used, this advertising will be supplied by the organisers and shall be positioned as instructed by the Organisers.
- 1.3 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. In an emergency, and only following a written request, the Race Committee may waive this SI.
- 1.4 Competitors will be honorary members of Kinsale Yacht Club over the duration of the event.

2. SCRUTINEERING

- 2.1 Each boat shall "Inspect" one other designated boat and shall fully complete a Scrutineering Form in respect of that boat. The Form shall be lodged in the Race Office before 19.00 hrs. on Tuesday 25th June, 2013.
- 2.2 Each boat shall facilitate (and fully co-operate with) the crew of her "Inspecting" boat throughout the scrutiny and shall promptly produce all the required items for inspection.
- 2.3 Failure to comply with any part of SI 2.1 or 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.
- 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.
- 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 2013 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. Weighing will take place on the ground floor of Kinsale Yacht Club between 1600 and 1900 hrs on Tuesday 25th June. Competitors are requested to report to the Race office from where they will be directed to the weighing in room.
- 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 2m.
- 4.7 Nothing done 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., event sponsors if any, 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; and that the safety equipment is properly maintained, stowed and in date and that the crews 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 at the Race Office – Kinsale Yacht Club.

The Official Briefing will take place at 1900 hrs on Tuesday 25th June 2013 – in the main event marquee.

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 21.00 hrs. on the day before it will take effect.

7. SIGNALS MADE ASHORE

- 7.1 Signals made ashore will be displayed from the KYC main flagstaff located in the dinghy park..
- 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 'V' is signaled boats shall not leave the harbour/marina. The Warning Signal will be made not less than 60 minutes after the signal is lowered (amends Race Signals).

8. RACE PROGRAMME

Day and Date Schedule of Races

Wednesday 26 th June	Race 1 – Warning Signal 10.55 hrs followed by Races 2 & 3
Thursday 27 th June	Race 4 – Warning Signal 10.55 hrs followed by Races 5 & 6
Friday 28 th June	Race 7 – Warning Signal 10.55 hrs followed by Race 8 & 9
Saturday 29 th June	Race 10 – Warning Signal 10.55 hrs followed by Race 11

- 8.1 The Race Committee reserves the right to change the schedule and number of races to be sailed on a particular day.
- 8.2 No Warning Signal will be made after 1400 hrs Saturday 29th June.
- 8.3 1720's may race on the same course as the Quarter Ton fleet. Where this occurs, the sequence of starts shall be:
- 8.3.1 1720's.
- 8.3.2 Quarter tonners which will be started as soon as possible after the 1720's.

9. CLASS FLAG

The Class code flag shall be International Code Flag 'F'.

10. SAFETY

Flag Y displayed before the warning signal means, "All competitors shall wear personal buoyancy whilst afloat". This amends RRS 40.

11. RACING AREA

The race area will be approximately 1.5 miles South West of Bulman Buoy, in the Bullen's Bay area.

12. COURSES

Course 1 – Race Officers Choice

This may be a laid course using local Navigation marks or laid KYC racing marks or whatever the RO deems appropriate for the conditions.

The course will be communicated (on Blackboard) to the fleet a minimum of 5 minutes prior to the Warning Signal.

Course 2 - Windward/ Leeward

After starting, marks shall be rounded to port (p) as follows:

1 x Round shall be Windward Mark(p) – Spreader Mark (p) – Leeward Mark(p)

The number of rounds to be completed shall be communicated on a blackboard to the fleet. After completed the requisite number of rounds, competitors shall proceed to the finish.

Course 3 – Olympic Triangle

After starting, marks shall be rounded to port (p) as follows:

Windward Mark (p) - Gybe Mark (p) - Leeward Mark (p),

Windward Mark (p) – Leeward Mark (p)

Windward Mark (p) – Gybe Mark (p) – Leeward Mark (p) - Finish

12.2 Starting marks are marks of the course only when starting.

12.3 Finishing marks are marks of the course only when finishing.

12.4 After the start the Committee Boat may be an obstruction.

12.5 The approximate compass bearing to Mark 1 may be displayed from the Committee Boat at the Starboard end of the Starting Line.

13. MARKS

The racing marks for course option 1 may be a combination of yellow inflatable marks, local navigation marks and fixed KYC racing marks as outlined in Appendix A to this sailing instruction.

The racing marks for course options 2 & 3 may be yellow inflatable buoys. The ODM will be a Danbuoy or a RIB flying an Orange flag.

14. THE START

14.1 Races will be started using RRS 26

14.2 The starting line shall be between a danbuoy or RIB flying an Orange Flag, (to be passed to port) and a red and white pole (or main mast) on the committee boat. An Inner Limit Mark may be moored near the Committee Boat, approximately on the Starting Line. Boats shall not pass between the Committee Boat and the Inner Limit mark when starting.

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 30.3) is subject to a general recall the sail numbers of boats identified infringing RRS 30.3 will be displayed on the Committee Boat for at least three 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 30.3 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 30.3, 60.2 and 63.1).

14.6 If a finishing mark is laid along or close to the start line, it is not deemed part of the start line.

15. CHANGE OF COURSE AFTER THE START

15.1 A significant change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.

15.2 If the Race Committee is unable to relocate an existing mark it will substitute an alternative inflatable mark.

15.3 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

In amendment of RRS 32 if ICF “R” is displayed yachts will proceed directly to the finish.

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.

18. THE FINISH

The Finishing Line shall be between a red and white pole (or main mast) on a committee boat and a yellow inflatable pencil mark.

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 boat shall make every effort to promptly inform the Race Committee of her retirement on the relevant VHF channel.

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 the sail number(s) of any boat(s) against which they intend to protest.
- 21.2 Protest Forms will be available from the Race Office.
- 21.3 All protests shall be delivered to the Race Office (at KYC) within protest time. Protest time will end 90 minutes after the finishing time of the last boat.
- 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 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.

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 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. USE OF LARGE JIBS AND LARGE SPINNAKERS

If the wind speed exceeds 25 knots the Race Committee may, at its absolute discretion, display flag 'Q' before the warning signal for a race. This visual signal will be accompanied by one long sound signal. When this signal is displayed boats shall not use a large spinnaker but may use a small spinnaker, which, if used, shall be flown from the hounds and not the masthead. In addition, when this signal is displayed, boats shall not use a large jib but may use a small jib. This SI amends RRS 'Race Signals'.

24. PENALTIES

For infringements of the Class Rules the Jury may impose penalties other than disqualification.

25. SCORING

Eleven races are scheduled of which three shall be completed to constitute a series. The low-point scoring system, RRS Appendix A, will apply, except that:

- (a) The first placed boat in each race shall receive 1 point.
- (b) If only 5 races are sailed no discard will be permitted.
- (c) One discard will be applied when between 6 and eleven races are sailed.

26. SCRUTINEERING

Boats may be scrutinized at any time during the event.

27. PRIZES

Mid regatta prizes will be awarded as follows: 1st and 2nd place prizes will be awarded to the two boats in who have the two lowest aggregate scores from Races 1, 2 & 3. Should less than three races be sailed, prizes will be awarded to the boats with the lowest aggregate score over the races sailed on Day 1 of the regatta.

The mid-regatta prize-giving will take place from 1730 hrs on Thursday 27th June in the KYC Club house.

The overall prize-giving for the series will take place at the prize giving dinner in the KYC club house **on Saturday 29 June from 1830 hrs**. Overall prizes will be awarded to 1st 2nd and 3rd

28. SUPPORT BOATS

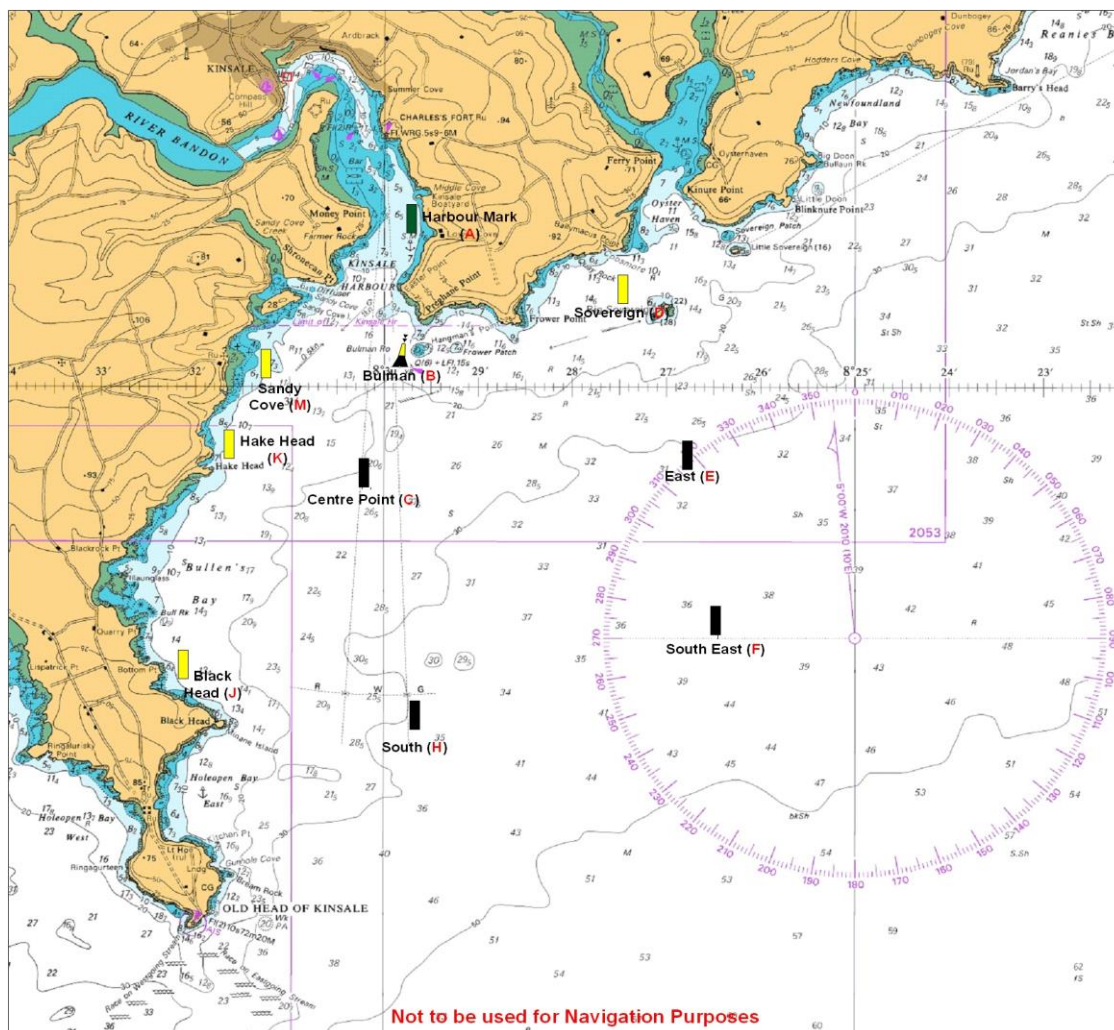
Only Official Race Committee Boats and the Jury Boats are permitted in the race area while a race is in progress. Other boats shall stay outside areas where boats may be racing from the time of the preparatory signal until all boats have finished or the Race Committee signals a postponement, general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

29. IMMEDIATE PENALTIES FOR BREAKING RULE 42

Appendix N will apply. Action taken by the Jury under Appendix N will not be grounds for redress by a boat.

Appendix A to Sailing Instructions

(KYC Course card is not to be used.)



Approximate positions of Marks.

Mark	Designation	Latitude	Longitude
Harbour Mark	A	51.41.19N	008.29.74W
Sandycove	M	51.40.10 N	008.31.25 W
Centre Point	C	51.39.40 N	008.30.25 W
Sovereign	D	51.40.56 N	008.27.51 W
East Mark	E	51.39.50 N	008.26.90 W
Black Head	J	51.38.00 N	008.32.15 W
South Mark	H	51.37.70 N	008.29.60 W
South-East Mark	F	51.38.23 N	008.26.42 W
Bulman	B	51.40.12 N	008.29.70 W
Hake Head	K	51.39.48N	008.31.58 W