



ORGANISED BY The Irish Cruiser Racing Association (ICRA) in association with the Royal St George Yacht Club (RSGYC)

## Sailing Instructions

**Race Officers:** David Lovegrove (IRO), Henry Leonard (NRO) & Michael O'Rahilly (RRO)

### SECTION 1 - GENERAL

#### 1.1 Rules

The Regatta is governed by the Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF), the ISA Prescriptions (Irish Sailing Association) to the RRS, the IRC Rating Rule parts A-C, the ISA ECHO Performance Handicap System, the rules and constitution of ICRA, Class Association Rules where applicable, the ICRA Notice of Race (including amendment in connection with ICRA Corinthian Cup), these Sailing Instructions and any changes thereto shall also apply. In the event of a conflict, the Sailing Instructions shall prevail. This changes RRS 63.7 and NOR 2.1

Competitors in all divisions shall comply with the rules of eligibility as set out in the Notice of Race (including amendment in connection with ICRA Corinthian Cup).

#### 1.2 Notices to Competitors

Notices to competitors will be posted on the Official Notice Board located adjacent to the Race Office in the atrium of the Royal St George Yacht Club.

#### 1.3 Changes To Sailing Instructions

Any change to the sailing instructions will be posted not later than two hours before the scheduled start of the first race so affected, except that any change to the schedule of races will be posted by 2100 on the day before it will take effect. Flag L displayed on the club flagpole denotes that a change of sailing instruction has been made.

#### 1.4 Signals Made Ashore

Signals made ashore will be displayed on the flagpole at the clubhouse. When flag AP is displayed ashore, "one minute" is replaced with "not less than 45 minutes" in race signal AP.

#### 1.5 Hindering Boats - Starting/Finishing Lines

All boats shall avoid the starting lines until their warning signal.

Boats, having started and cleared their starting line, shall not re-cross that line whilst starts are in progress. Boats shall not cross any other starting line. Boats shall not re-cross a finishing line, except to finish having completed a penalty or cross any other finishing line.

The Protest Committee may penalise a boat failing to comply with this Sailing Instruction with a score of its discretion, including DNE (Disqualification not excludable under rule 90.3(b)).

#### 1.6 Starting Time Limit

A boat starting later than 10 minutes after her starting signal will be scored DNS (Did Not Start). This changes RRS A4.1 and A5.

#### 1.7 Allocation & Identification of Divisions & Fleets

Fleet 1	Class Flag	Fleet 2	Class Flag	Fleet 3 (Non-Spinnaker)	Class Flag
Division 0	Numeral 0	Division 2	Numeral 2	Division 5	Numeral 5
Division 1	Numeral 1	Division 3	Numeral 3	Division 6	Numeral 6

Boats shall display prominently their division pennants (class flag) from their backstay at all times while racing. Any boat not doing so shall be scored DNF, this changes RRS A5.

## Liebherr Cruiser Nationals 2010 Sailing Instructions

### 1.8 Schedule of Races

FRIDAY 21 <sup>ST</sup> MAY HW DL 0500	Warning Signal	Starting Sequence	Signal Boat	VHF
<b>Fleet 1</b> 2 Races Round the Cans (see Section 3)	1100	Division 0 Division 1	Mac Lir (Red Dodgers)	VHF 74
<b>Fleet 2</b> 3 Races Windward/Leeward (see Section 2)	1100	Division 2 Division 3	Free Enterprise (Yellow Dodgers)	VHF 77
<b>Fleet 3– (Non-Spinnaker)</b> 2 Races Round the Cans (see Section 4)	1100	Division 5 Division 6	Spirit of the Irish (Blue Dodgers)	VHF 71

SATURDAY 22 <sup>ND</sup> MAY HW DL 0613	Warning Signal	Starting Sequence	Signal Boat	VHF
<b>Fleet 1</b> 3 Races Windward/ Leeward (see Section 2)	1100	Division 0 Division 1	Free Enterprise (Red Dodgers)	VHF 77
<b>Fleet 2</b> 2 Races Round the Cans (see Section 3)	1100	Division 2 Division 3	Mac Lir (Yellow Dodgers)	VHF 74
<b>Fleet 3– (Non-Spinnaker)</b> 2 Races Olympic (see Section 4)	1100	Division 5 Division 6	Spirit of the Irish (Blue Dodgers)	VHF 71

SUNDAY 23 <sup>RD</sup> MAY HW DL 0733	Warning Signal	Starting Sequence	Signal Boat	VHF
<b>Fleet 1</b> 2 Races 1 x Round the Cans (see section 3)	1100	Division 0 Division 1	Mac Lir (Red Dodgers)	VHF 74
1 x Windward/Leeward (see Section 2)		Division 0 Division 1	Free Enterprise (Red Dodgers)	VHF 77
<b>Fleet 2</b> 2 Races 1 x Windward/Leeward (see section 2)	1100	Division 2 Division 3	Free Enterprise (Yellow Dodgers)	VHF 77
1 x Round the Cans (see Section 3)		Division 2 Division 3	Mac Lir (Yellow Dodgers)	VHF 74
<b>Fleet 3– (Non-Spinnaker)</b> 1 Race Round the Cans (see Section 4)	1100	Division 5 Division 6	Spirit of the Irish (Blue Dodgers)	VHF 71

The Warning Signal for the second or third Race of the day will be as soon as practical after the finish of the previous Race. The Race Committee reserves the right to change the Schedule of Races, Courses or the number of Races to be sailed in a day.  
**Note: On Sunday 23<sup>rd</sup> May, Fleet 1 and Fleet 2 will change course areas after Race 1 of the day.**

## **Liebherr Cruiser Nationals 2010 Sailing Instructions**

### **1.9 Prohibited Area - Dublin Port Channel**

All boats are prohibited from entering the area bordered by the Poolbeg light, navigation buoys nos. 6, 4, Dublin Bay Buoy, 1, 3, 5 and the North Bull Light (NO GO on course chart).

### **1.10 Time Limits**

The Time Limit for all races is 2.5 hours from the time of last division to start from the respective starting area. If a boat in a division finishes within this limit, the time limit for that division shall be extended by 20 minutes in that race. A boat, which fails to finish within the time limit, will be scored DNF. This changes RRS 35, A4.1 and A5.

### **1.11 Protests**

The Protest Time Limit is 60 minutes from the time of finish of the last boat, in the last race of the day, in the division concerned. This changes RRS 61.3.

Protests and Requests for Redress shall be delivered to the Race Office within the Protest Time Limit. ISAF Protest Forms will be available at the Race Office.

Notices of protests by the Race Committee and the Protest Committee will be posted to inform boats under rule 61.1(b). This changes RRS 61.1(b). The listing of a boat on these schedules shall constitute informing her of a hearing under RRS 63.2. Parties involved shall present themselves and their witnesses at the time and place indicated on the schedules.

A request to reopen a hearing shall be delivered to the Protest Committee not later than thirty minutes after the party was informed of the decision. This changes RRS 66.

The Protest Committee may decline to hear a request for redress against an OCS decision by the Race Committee if, in the sole opinion of the Protest Committee the request does not disclose evidence that is capable of amounting to an improper action or omission of the Race Committee. This changes RRS 63.1.

### **1.12 Protest Arbitration (changing RRS 44.3, 63, 64 and 66)**

When a protest alleges a breach of a rule of Part 2 or RRS 31 (Touching a Mark), a boat may at the same time request arbitration or, Protest Committee may offer it.

If the parties and a member of the Protest Committee agree that arbitration is suitable, an arbitrator will call a hearing. The arbitrator may be a member of the Protest Committee. The hearing will be conducted in accordance with Part 5 of the RRS 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 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. This changes RRS 63.1

If there is not agreement to use arbitration, a protest is not withdrawn, or the Exoneration penalty is not applicable to the facts, 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.

A boat may accept the Exoneration Penalty at any time before the start of a protest hearing, or she may retire.

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). An Exoneration Penalty does not reverse an OCS score or a disqualification under RRS 30.3, and, it is not available where a boat has caused injury or serious damage, or gained a significant advantage by her breach.

### **1.13 Scoring**

Scoring shall be as per Appendix A4, Low Point System with the following modifications:

OCS, RAF, DNF and DSQ = 1 point plus the number of finishers in that individual race.

DNF and DNC = 2 points plus the number of finishers in that individual race.

Three races are required to be completed to constitute a championship.

Fleets 1 & 2 - Seven races are scheduled and if six or more are completed one discard will be allowed.

Fleet 3 (Corinthian Cup) – five races are scheduled and if four or more are completed one discard will be allowed.

### **1.14 Safety**

Competitors participate entirely at their own risk, see Fundamental Rule 4, Decision to Race.

The responsibility for the safety of competing boats and their crews lies solely with the said competitors. The wearing of personal flotation devices is strongly recommended at all times.

## **Liebherr Cruiser Nationals 2010 Sailing Instructions**

The safety of a boat and her crew is the sole responsibility of the **person in charge** who must do his/her best to ensure that the boat is fully found, thoroughly seaworthy, and manned by an experienced crew who have undergone appropriate training and are fit to face the conditions encountered. He/she must be satisfied as to the soundness of hull, spars, sails, rigging and all gear. He/she must

ensure that all safety equipment is properly maintained and suitably stowed. The crew must be familiar with the use and position of such safety equipment.

Competitors participate in the championship at their own risk. ICRA, Royal St George Yacht Club and their officers, servants and agents accept no responsibility in respect of loss of life, personal injury or loss of or damage to property sustained in conjunction with or prior to, during or after the championships.

### **1.15 Advertising**

Boats shall display advertising supplied by the Organising Authority in accordance with Regulation 20.3(d)(i) on the foreward part of the hull. Boats shall affix this advertising in accordance with instructions issued with the advertising and ensure that it stays in place for the duration of the championship.

### **1.16 Radio Communications**

Competitors are advised to keep a listening watch on the designated VHF Channel for each course where information relevant to racing may be broadcast. The designated channels are: Windward Leeward Ch 77, Round the Cans course Ch 74 and Non Spinnaker Ch 71. Should this information be broadcast, it shall not constitute outside assistance and shall not be the subject of any protest or claim for redress. Failure to broadcast this information shall not be the basis for any claim for redress. The Race Office will operate on CH 8.

Competitors who retire from a race shall inform the respective Signal Vessel on the designated VHF Channel.

### **1.17 Prizes**

A daily prize may be awarded, at the discretion of the Organising Committee, to the Liebherr Boat of the Day in each Fleet on Friday and Saturday. Overall prizes will be awarded to the first three boats in each division under IRC and Echo in addition to Perpetual Trophies. The Organisers may, at their discretion, award additional special prizes including a Visitors Prize.

### **1.18 Insurance**

Each participating boat shall be insured with adequate, valid, third party liability insurance

### **1.19 Special Notices**

Boats shall keep clear of the Car Ferry and all commercial shipping. Stena Line Arrival : 1150 and 1810 Departure : 1315 and 1925

The protest committee may, on receipt of an official complaint, penalise a boat or boats failing to keep clear of commercial shipping. The protest committee has discretion as to the penalty including the disqualification from a race, a number of races or the championship.

### **1.20 Temporary Membership**

All competitors sailing in the Liebherr Cruiser Nationals 2010 shall be temporary members of the Royal St George Yacht Club during the event and be bound by the rules of the club.

## **Acknowledgements**

**The Irish Cruiser Racing Association and the Royal St George Yacht Club wishes to acknowledge the support and assistance received from Dublin Bay Sailing Club, Howth Yacht Club, the Royal Irish Yacht Club, National Yacht Club, Marina Marketing & Management Limited, The Butler's Pantry and Dun Laoghaire Harbour Company and the co-operation of Captain David Dignam the Dublin Port Harbour Master, and Captain Simon Coate, the Dun Laoghaire Harbour Master.**

**Our sincere thanks to all the personnel and volunteers assisting with the event.**

**We acknowledge the generous financial assistance received from our title sponsor Liebherr and associate sponsors Royal Marine Hotel and Dubarry.**

# Liebherr Cruiser Nationals 2010 Sailing Instructions

## SECTION 2 - WINDWARD/LEEWARD : Free Enterprise VHF 77

### 2.1 Starting Area

The starting area will be in Dublin Bay south of the Dublin Port Channel. When on station the Signal Vessel will broadcast its position on the designated VHF Channel 77.

### 2.2 Starting Line

The starting line will be between the red and white pole on the signal vessel at the starboard end and the port end inflatable mark which may be candy striped.

When an inner distance mark is laid near the signal vessel no boat shall sail between the signal vessel and the inner distance mark.

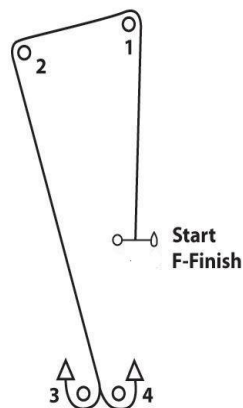
### 2.3 Starting Signals

Starts shall be in accordance with RRS 26.

### 2.4 Course Configuration

#### Windward/Leeward:

Start mark	Port
Mark 1	Port
Mark 2	Port
Gate	(Mark 3 - Starboard/Mark 4 - Port)
Mark 1	Port
Mark 2	Port
Gate	(Mark 3 - Starboard/Mark 4 - Port)
Finish	



No later than the warning signal the Signal Vessel may display the approximate compass bearing of the first leg.

Every effort will be made to lay a leeward gate. In the event where this is not possible a single mark will be laid as a leeward mark and this mark shall be rounded to port.

### 2.5 Identification of Marks

All course marks may be large yellow inflatable marks.

### 2.6 Change of Course

When a change of course is required the Race Committee will relocate the mark(s). Minor adjustment to the configuration of the course will not be signalled. This changes RRS 33.

A significant change of course will be signalled before the leading boat has begun the leg, although the repositioned mark may not yet be in the new position.

Any mark to be rounded after rounding the moved mark maybe relocated without further signalling. The change of course signals will be displayed superior to the class flag(s) to which the signal applies.

### 2.7 Shorten Course at the start/finish

If a race is to be shortened at the start/finish line, a signal boat will position itself at mark 2 or the leeward gate and display Flag F with repetitive sound signals. Having rounded mark 2 or the gate, boats shall proceed directly to the finishing line and cross the finishing line from the direction of the last mark. This is in addition to rule 32.2.

### 2.8 Finishing Line

The finishing line will be between the red and white pole or staff on the finishing vessel displaying a blue flag at the starboard end and the port end finishing mark which may be a dan buoy.

Except when finishing, boats shall not cross the finish line in either direction when the blue flag is displayed

## Liebherr Cruiser Nationals 2010 Sailing Instructions

### **SECTION 3 - ROUND THE CANS COURSES: Mac Lir VHF 74**

#### **3.1 Starting Area**

The starting area will be in Dublin Bay south of the Dublin Port Channel. When on station the Signal Vessel will broadcast its position on the designated VHF Channel 74.

#### **3.2 Starting Line**

The starting line will be between the red and white pole on the main mast of the signal vessel at the starboard end and the port end inflatable mark which may be candy striped or a pin with flag.

When an inner distance mark is laid near the signal vessel no boat shall sail between the signal vessel and the inner distance mark.

#### **3.3 Starting Signals**

Starts shall be in accordance with RRS 26.

#### **3.4 Courses**

The course will be decided on the day of the race and displayed on a board on the signal vessel. The course will be broadcast on the designated VHF channel for the course.

References and positions of the marks are shown on the attached Chart – DBSC Racing Marks 2010 – which forms part of these Sailing Instructions. The marks on the Course Card are identified by letters and the approximate bearings and distances between the DBSC racing marks are shown on the attached DBSC Yacht Racing Marks - Bearings 2010. Positions of navigations marks shall be found on the relevant admiralty chart.

The first mark on the course shall be an orange inflatable mark approximately to windward of the starting line, which shall be passed to Port. From this mark, boats shall round the marks in the order as displayed on the course board. Should a windward mark not be laid, a white flag will be displayed on the signal vessel. If this is the case, boats shall round the marks in the order as displayed on the course board.

#### **3.5 Course Designation**

The order in which the marks are to be rounded and on which hand will be broadcast on the designated VHF Channel for the Fleet before the warning signal and repeated before the start and will be displayed on a board on the signal vessel.

The course applicable to each race will be displayed for approximately 4 minutes before its start. This changes RRS 27.1.

#### **3.6 Marks**

Marks will be Dublin Bay Sailing Club (DBSC) racing marks and navigation marks where appropriate.

#### **3.7 Finishing Line**

The finish, unless shortened, shall be to windward of the last mark of the course.

The finishing line, unless shortened, will be between the red and white pole or staff on the finishing vessel displaying a blue flag at the starboard end and the port end finishing mark which may be a dan buoy.

## Liebherr Cruiser Nationals 2010 Sailing Instructions

### **SECTION 4 - FLEET 3 – SPIRIT OF THE IRISH (Displaying Blue Dodgers) VHF 71**

#### **Round the Cans Friday and Sunday**

##### **4.1 Starting Area**

The starting area will be in Dublin Bay south of the Dublin Port Channel. When on station the Signal Vessel will broadcast its position on the designated VHF Channel 71

##### **4.2 Starting Line**

The starting line will be between the red and white pole on the main mast of the signal vessel at the starboard end and the port end inflatable mark which may be candy striped. When an inner distance mark is laid near the signal vessel no boat shall sail between the signal vessel and the inner distance mark.

##### **4.3 Starting Signals**

Starts shall be in accordance with RRS 26.

##### **4.4 Courses**

The course will be decided on the day of the race and displayed on a board on the signal vessel. The course will be broadcast on the designated VHF channel for the course.

References and positions of the marks are shown on the attached Chart – DBSC Racing Marks 2010 – which forms part of these Sailing Instructions. The marks on the Course Card are identified by letters and the approximate bearings and distances between the DBSC marks are shown on the attached DBSC Yacht Racing Marks - Bearings 2010. Positions of navigations marks shall be found on the relevant admiralty chart.

The first mark on the course may be an orange inflatable mark approximately to windward of the starting line, which shall be passed to Port. From this mark, boats shall round the marks in the order as displayed on the course board. Should a windward mark not be laid, a white flag will be displayed on the signal vessel. If this is the case, boats shall round the marks in the order as displayed on the course board.

##### **4.5 Course Designation**

The order in which the marks are to be rounded and on which hand will be broadcast on the designated VHF Channel for the Fleet before the warning signal and repeated before the start and will be displayed on a board on the signal vessel.

The course applicable to each race will be displayed for approximately 4 minutes before its start. This changes RRS 27.1.

##### **4.6 Marks**

Marks will be Dublin Bay Sailing Club (DBSC) racing marks and navigation marks where appropriate.

##### **4.7 Finishing Line**

The finish, unless shortened, shall be to windward of the last mark of the course.

The finishing line, unless shortened, will be between the red and white pole or staff on the finishing vessel displaying a blue flag at the starboard end and the port end finishing mark which may be a dan buoy or inflatable mark.

## Liebherr Cruiser Nationals 2010 Sailing Instructions

### SECTION 4 - FLEET 3 Cont'd

#### Olympic – Saturday – North of Port Channel

##### 4.8 Starting Area

The starting area will be in Dublin Bay north of the Dublin Port Channel. When on station the Signal Vessel will broadcast its position on the designated VHF Channel. Boats should cross the Dublin Port Channel as near as possible at right angles to the channel near bouy no. 4 and ensure they do not interfere with any commercial shipping.

##### 4.9 Starting Line

The starting line will be between the red and white pole or main mast on the signal vessel at the starboard end and the port end inflatable mark which may be candy striped. When an inner distance mark is laid near the signal vessel no boat shall sail between the signal vessel and the inner distance mark.

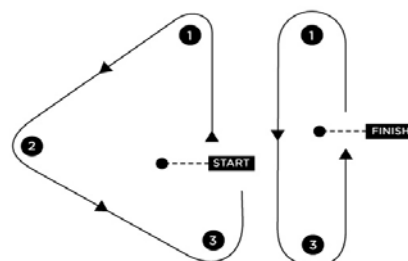
##### Starting Signals

Starts shall be in accordance with RRS 26.

##### 4.10 Course Configuration – Olympic

One Round: 1, 2, 3 – Finish  
Two Rounds: 1, 2, 3, 1, 3 – Finish  
Three Rounds: 1, 2, 3, 1, 3, 1, 2, 3 – Finish

All marks to be rounded to port



No later than the warning signal the Signal Vessel may display the approximate compass bearing of the first leg.

The number of rounds to be sailed by each class will be shown on a number board on the signal vessel from approximately 4 minutes before the start of each division to approximately one minute after the start of each division and it may be broadcast on the designated VHF Channel for that fleet.

##### 4.11 Identification of Marks

All course marks may be large orange inflatable marks.

##### 4.12 Change of Course

When a change of course is required the Race Committee will relocate the mark(s). Minor adjustment to the configuration of the course will not be signalled. This changes RRS 33.

A significant change of course will be signalled before the leading boat has begun the leg, although the repositioned mark may not yet be in the new position.

Any mark to be rounded after rounding the moved mark maybe relocated without further signalling. The change of course signals will be displayed superior to the class flag(s) to which the signal applies.

##### 4.13 Shorten Course at start/finish line

If a race is to be shortened at the start/finish line, a signal boat will position itself at mark 2 or the leeward gate and display Flag F with repetitive sound signals. Having rounded mark 2 or the gate, boats shall proceed directly to the finishing line and cross the finishing line from the direction of the last mark. This is in addition to rule 32.2.

##### 4.14 Finishing Line

The finishing line will be between the red and white pole or staff on the finishing vessel displaying a blue flag at the starboard end and the port end finishing mark which may be a dan buoy. Except when finishing, boats shall not cross the finish line in either direction when the blue flag is displayed.