1720 National Championships

14th – 16th June 2024

SAILING INSTRUCTIONS

1. **ORGANISING AUTHORITY**
	1. The Organising Authority (OA) is Baltimore Sailing Club – The Pier, Baltimore.
2. **RULES**
	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 Rulles”, approved 1st January 2022. As listed on 1720sportsboat.org.
	2. Boats may be required to display advertising chosen and supplied by the OA.
	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 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.

The penalty for infringing this SI shall be a one turn penalty, or a minimum or five points if on the water penalty is not taken.

1. **NOTICES TO COMPETITORS**

Notices to competitors will be posted online at

<https://www.baltimoresailingclub.ie/event/1720-nationals-2024/>

1. **CHANGES TO SAILING INSTRUCIONS 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.

1. **SIGNALS MADE ASHORE**
	1. Signals made ashore will be displayed from a flagpole at the clubhouse.
	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).
2. **SCHEDULE**
	1. Nine races are scheduled.

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| Fri 14th June 2024 | 3 Races | 1st Warning Signal 11:25 |
| Sat 15th June 2024 | 3 Races | 1st Warning Signal 10:55  |
| Sun 16th June 2024 | 3 Races | 1st Warning Signal 10:55  |

* 1. 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’.
	2. No Warning Signal will be made after 15:00 hrs Sunday 16th June 2024, except for postponements, general recalls and abandonment of a race for which the first warning signal was made before 15:00 hrs.
1. **CLASS FLAGS**

The 1720 Class Flag will be used for this event.

1. **RACING AREA**
2. Racing will take place in the waters of Roaring Water Bay (Course Alfa) , Baltimore Harbour (Course Bravo) or South of Baltimore Harbour (Course Foxtrot)
3. **THE COURSE**
	1. The diagram in attachment 1 shows the course, the order in which marks are to be passed and the side on which each mark is to be left.
	2. The Course number will be displayed on the committee boat.
	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.
4. **MARKS**

Course marks are large orange inflatables.

1. **THE START**
	1. The starting line shall be between a red and white pole on the committee vessel at the starboard end and an orange mark displaying a flag or a anchored rib displaying an orange flag.
	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 App4 and App5
2. **CHANGE OF COURSE AFTER THE START**
	1. To change the next leg of a course the Race Committee will lay a new mark (or move the finishing line) 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.
	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.
3. **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.

1. **THE FINISH**

The Finishing Line shall be between a red and white pole on a committee vessel and a small red spherical mark with a green flag. Note that the start line ODM may remain in position while boats are finishing.

1. **TIME LIMT**

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.

1. **COMMUNICATION**

Competitors are advised to carry a VHF and listen for any communication on channel 10.

1. **PENALTY SYSTEM**
	1. The penalty for breaking a Rule of Part 2 of the RRS shall be a One-Turn Penalty. This changes RRS 44.1.
	2. For infringements of the Class Rules the Protest Committee may impose penalties other than disqualification.
	3. There may be on the water Jury. They may signal a breach of the bowsprit rule, or another rule, to a competitor. Presence or absence of any Jury is not grounds for redress or breach of rules. The racing remains self-policing.
2. **PROTESTS**
	1. Protests, Requests for Redress or Scoring Queries shall be lodged online.
	2. Competitors must advise the Race officer of their intention to protest after the finish of the race in which the infringement took place.
	3. The protest time limit is 60 minutes after the finishing time of the last boat in the last race of the day.
	4. RRS Appendix T will apply. If a party is not present at an arbitration meeting, any party that was present may take a Post-Race Penalty at any time until the Protest Committee has completed taking evidence. This changes RRS T1 (a).
	5. Notices will be posted no later than 15 minutes after the protest time limit to inform

 of hearings in which they are parties or names as witnesses. Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b)

* 1. 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.
	2. **World Sailing RRS Appendix UF will apply. Please see attached appendix UF**
1. **SCORING**
	1. Nine races are scheduled; three races are required to be completed to constitute a series.
	2. When fewer than four races have been completed, a boat’s series score shall be the total of her race scores.
	3. When four or more races have been completed, one discard shall be applied.
2. **CREW & WEIGHT LIMITS**
	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.
	2. **Weight limits shall apply: 1720 Class – 450kg**
3. **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.

1. **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.

1. **PRIZES**

The Prize Giving Ceremony will take place after sailing on Sunday the 16th June 2024

Prizes will be awarded to at least the boats placed 1st to 3rd overall

Perpetual prizes remain the property of the 1720 Class.

1. **RISK STATEMENT**
	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”

* 1. 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:
1. 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;
2. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
5. provision of a race management team, patrol boats and other officials and volunteers by the OA does not relieve them of their own responsibilities.
6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
7. 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.
8. **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.

1. **COMPETITOR INFORMATION**
	1. Competitors shall be deemed Honorary Members of Baltimore Sailing Club for the duration of the Event.
	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.