

**BRAY SAILING CLUB**  
Bray, Co. Wicklow  
**SAILING INSTRUCTIONS**  
as of May 2015

These sailing instructions are intended for use in all club racing organised by Bray Sailing Club. Separate sailing instructions will apply for regattas and other special events. However, every effort will be made to avoid significant differences between instructions for regatta and club racing.

The Sailing Instructions are laid out as follows:

- instructions to be used for racing on courses using mobile racing marks (principally, but not exclusively, dinghy racing);
- an appendix presenting Sailing Instructions modified to cater for the particular conditions of racing in coastal waters (principally, but not exclusively, cruiser racing);
- a series of appendices setting out courses, the scoring system and other details.
- As far as possible, these sailing instructions follow the guide set out in Appendix L of the Racing Rules of Sailing.

### **1. Rules**

Club racing will be governed by the rules as defined in:

- the Racing Rules of Sailing (RRS),
- the prescriptions of the Irish Sailing Association,
- the ECHO and Portsmouth Yardstick (PY) handicap systems,
- the Bray Sailing Club Programme,
- the rules and regulations of Bray Sailing Club (BSC), and
- these sailing instructions (SIs).

ISAF Regulation 20, Advertising Code will apply for all club racing.

### **2. Notices to competitors**

Notices to competitors will be posted on the notice board in the entrance to Bray Sailing Club Clubhouse.

### **3. Changes to Sailing Instructions**

3.1 Any change to the sailing instructions will be posted at least 40 minutes before the race time announced in the Bray Sailing Club Programme.

3.2 Changes to the Schedule of Races will be posted at least 72 hours before the race time announced in the Bray Sailing Club Programme:

- on the official notice board, and
- on the Bray Sailing Club website

D.43.3 Exceptionally, when a race is postponed due to adverse weather conditions or for other reasons, it may be replaced, at short notice, by a race from another series. If the replacement race is scheduled to start no earlier than the scheduled start of the postponed race, this will not be considered as a change to the Schedule of Races and SI 3.2 need not apply.

### **4. Signals made ashore**

4.1 Signals made ashore will be displayed on the Bray Sailing Club flagpole.

4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in race signal AP.

## 5. Schedule of Races

Details of all club racing will be given in the Bray Sailing Club Programme.

## 6. Class Flags

The class flags will be:

Dinghy fleet:	Q
Cruiser fleet:	R

## 7. Racing Area

The racing area will be within one mile of the shore between Dalkey Island and Bray Head or as indicated on the written course defined in Appendix A.

## 8. Courses

8.1 Courses using temporary marks and appropriate course signals are shown in Appendix B.

8.2 Courses using fixed marks will be signalled according to the procedure set out in Appendix A (A1).

## 9. Marks

9.1 Turning marks will be orange or pink spherical marks.

9.2 The starting and finishing mark will be a yellow spherical buoy.

## 10. The Start

10.1 RRS 26 will apply.

10.2 There will be an interval of at least one minute between the start of a fleet and the warning signal of the following fleet.

10.3 The starting line will be the course side of the line between the flagstaff on the Committee boat and the starting mark as defined in SI 9.2.

10.4 Any boat or object (with the exception of the anchor line) moored to the Committee boat is to be considered as part of the Committee boat. This modifies the definition of a mark as given in the Racing Rules of Sailing

10.5 A boat starting later than 4 minutes after her starting signal will be scored "Did Not Start". This changes RRS A4.1.

## 11. The Finish

The finishing line will be the course side of the line between the flagstaff on the Committee boat displaying a blue flag and the finishing mark defined in SI 9.2

## 12. Time Limits

12.1 The time limit for the first boat in each competing class in each race is 45 minutes.

12.2 Boats failing to finish within 10 minutes after the first boat competing in the same class sails the course and finishes will be scored "Did Not Finish". This changes RRS 35 and A4.1.

### **13. Protests**

- 13.1 Protest forms are available in the clubhouse. Protests shall be delivered to the Race Officer or his delegate within the protest time limit. The protest time limit is 90 minutes after the last boat has finished the last race of the day.
- 13.2 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. The notices will inform all parties of the approximate time of the hearing. Hearings will be held in the clubhouse.
- 13.3 Every effort will be made to have protests heard on the day on which they arise.
- 13.4 Penalties for breaches of sailing instructions 15, 16, and 17 may be less than disqualification if the protest committee so decides.
- 13.5 Infringements of sailing instructions 15, 16, 17, 18, and 20 shall not be grounds for protest from one boat against another, but may result in action by the Protest Committee. This modifies RRS 60.

### **14. Scoring**

- 14.1 The high point scoring system, as defined in Appendix C, shall be used for dinghies.
- 14.2 In the event of an owner/helmsman/crew of a boat registered for club racing acting as Race Officer, Assistant Race Officer, or manning a Safety Boat, his or her boat shall score average points for the races concerned, provided that the boat in question does not come to the starting area. Points will be scored equal to the average, to the nearest tenth of a point of the boat's points in all the races in the series excluding discards and the races for which redress is granted under this instruction. Redress will only be given for 2 days racing per series, or 20% of races sailed in the series, whichever is the least.
- 14.3 When dinghies with a PY handicap under 1250 (fast dinghies) and those with a handicap of 1250 and over (slow dinghies) are competing together all dinghies shall sail the same course. Fast dinghies will sail 2 laps, slow dinghies will sail 1 lap. The elapsed time of slow dinghies will be multiplied by 2 before calculating the corrected time using the PY handicap system

### **15. Safety Regulations**

- 15.1 Bray Sailing Club safety regulations will apply at all times. Competitors may be penalised for breaches of these regulations occurring before, during or after racing.
  - 15.2 Competitors shall wear life jackets or other adequate personal buoyancy at all times when afloat, including when on board, or boarding, ferry boats, safety boats or other Club boats. However, on board Cruisers the wearing of life jackets or other adequate personal buoyancy shall be at the discretion of the competitor unless otherwise directed by the Skipper. It is recommended and best practice for all competitors to wear a life jacket while on deck.
  - 15.3 A boat shall not be eligible to race unless she is in compliance with the safety regulations laid down by her class.
- 15.4 All dinghies, including Flying Fifteens, must carry a suitable towing line at least 5 metres long. The towing line shall not be any part of the normal standing or running rigging.
- 15.5 All competitors shall keep clear of safety boats.

15.6 The priority of safety boats is the safety of competitors and Bray Sailing Club cannot accept any responsibility for damage to boats or equipment. In order to fulfil their duties, Safety crew or the Race Committee may instruct a boat to be taken in tow or abandoned.

15.7 A boat that retires from a race shall notify the Race Officer as soon as possible.

## **16. Sail Numbers**

All boats shall compete using the sail numbers declared at registration for the series. Should two or more boats use the same sail number they will each (or all) receive the score of the last boat using this sail number to finish.

## **17. Radio Communication**

17.1 A boat shall not receive radio or telephonic communication not available to other boats in that race. The Race Officer may, by radio, draw attention to race signals. Failure to transmit or to receive such communication will not be grounds for protest or for redress.

17.2 Communication by radio will use VHF Channel 11. Should Channel 11 be unavailable the Race Officer will use standard VHF procedure to announce the switch to another channel.

## **18. Eligibility: Boats**

18.1 Only boats for which a Bray Sailing Club registration form has been completed and returned and all requirements for registration as established by the club have been satisfied may compete for club racing trophies and prizes. The list of eligible boats will be posted on the official notice board.

18.2 An unregistered boat may take part in club racing provided that the insurance requirements are met as set out in SI 21 and class safety regulations are complied with. The results of non-registered boats will not be scored.

## **19. Liability**

19.1 A boat is entirely responsible for her own safety, whether afloat or ashore and nothing in the BSC Sailing Programme or Sailing Instructions or elsewhere, reduces this responsibility.

19.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea the boat confirms that she is fit to sail for those conditions and her crew is competent to sail and compete in them. See RRS 4.

19.3 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 racing. The organisers encompass everyone helping to run the racing and include the organising authority, the race committee, the race officer, safety boats and beach masters.

19.4 The provision of safety boats does not relieve the boat of her responsibilities.

## **20. Liability Insurance**

20.1 Each participating boat is required to be adequately insured and in particular to be insured against third party claims.

20.2 Competitors are also advised to arrange their own personal accident insurance.

**Appendix A**  
**SAILING INSTRUCTIONS**  
**for**  
**Coastal Racing including Cruiser Class club racing**

The sailing instructions in Appendix A are intended for use in all club racing around fixed navigation and racing marks organised by Bray Sailing Club. In particular, they will be used for all club racing for Cruiser classes. When Appendix A is used, Bray Sailing Club Sailing Instructions 1 to 20 will NOT apply. Separate sailing instructions will apply for regattas and other special events. However every effort will be made to avoid significant differences between instructions for regatta and club racing.

As far as possible, these sailing instructions follow the guide set out in Appendix K of the Racing Rules of Sailing.

**Definition**

The Class Captain's delegate is a person nominated for the day by the Class Captain to assume his/her functions or, in the absence of any such nomination, a person nominated by the competitors present. A delegate must be designated before the official announcement of the course to be sailed. A delegate should preferably be designated for each class. In so far as the Class Captain or his/her delegate, participates in the management of races he or she is a member of the Race Committee. In the remainder of these instructions the words "Class Captain" shall be taken to read as "the Class Captain or his/her delegate".

**A1 Rules**

Club racing will be governed by the rules as defined in:

- the Racing Rules of Sailing (RRS),
- the prescriptions of the Irish Sailing Association,
- the ECHO handicap systems,
- the Bray Sailing Club Programme,
- the Bray Sailing Club High Points Scoring System
- the Bray Sailing Club Low Points Scoring System
- the rules and regulations of Bray Sailing Club (BSC), and
- these sailing instructions (SIs).

For races designated as long distance races, Part 2 of the Racing Rules of Sailing will cease to apply 30 minutes after sunset. From this time until 30 minutes before sunrise, the International Regulations for the Prevention of Collisions at Sea will prevail.

**A2 Notices to competitors**

A2.1 Notices to competitors will be posted on the notice board in the courtyard of Bray Sailing Club. When a race is scheduled to start elsewhere than Bray, the Class Captain will inform all competitors of where notices to competitors, including courses, are to be posted.

A2.2 In certain circumstances no written notice may be displayed. All competitors will be notified of the course by the Class Captain verbally and using the VHF.

**A3 Changes to Sailing Instructions**

A3.1 Any change to the sailing instructions will be posted at least 40 minutes before the race time announced in the Bray Sailing Club Programme. See also A2.2

A3.2 Changes to the Schedule of Races will be posted at least 72 hours before the race time announced in the Bray Sailing Club Programme:

- on the official notice board, and
- on the Bray Sailing Club website

A3.3 Exceptionally, when a race is postponed due to adverse weather conditions or for other reasons, it may be replaced, at short notice, by a race or races of a different format. If the start is scheduled no earlier than the scheduled start of the postponed race, this will not be considered as a change to the Schedule of Races and SI 3.2 need not apply.

A3,4 When a Saturday race is postponed due to adverse weather conditions or other reasons it may be postponed to the Sunday. Every effort will be made to inform competitors of this postponement. This will not be considered as a change to the Schedule of Races and SI 3.2 need not apply.

#### **A4 Signals made ashore**

A4.1 Signals made ashore will be displayed on the Bray Sailing Club flagpole.

A4.2 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in race signal AP.

#### **A5 Schedule of Races**

Details of all club racing will be given in the Bray Sailing Club Programme.

#### **A6 Class Flags**

The class flags will be:

Cruiser fleet all starting together:	R
Cruisers 1 Numeral 1	
Cruisers 2 (including FF15s)	Numeral 2

#### **A7 Racing Area**

The racing area will be as indicated on the written course. See also A2.2

#### **A8 Courses**

A8.1 The course to be sailed will be defined, in writing, and will be posted on the official notice board not later than 30 minutes before the start time announced in the Bray Sailing Club Programme. See also A2.2

A8.2 When the BSC Cruiser Course Card is used, the course letter and number will be posted on the official notice board not later than 30 minutes before the start time announced in the Bray Sailing Club Programme.

A8.3 When the alternative start and finishing procedures as defined in Instruction A11 and A12 are to be used this will be specified in the written course, as defined in Instruction A8.1.

A8.4 The course thus defined will not be modified by verbal instructions, other than as detailed in Instructions A13 and A14.

#### **A9 Marks**

The marks to be used may be a combination of fixed racing marks, navigational marks and orange or pink spherical marks.

The starting and finishing mark may be a yellow spherical buoy.

#### **A10 The Start**

A10.1 RRS 26 will apply.

A10.2 There will be an interval of at least one minute between the start of a fleet and the warning signal of the following fleet.

A10.3 The starting line will be the line between the flagstaff on the Committee boat and the starting mark as defined in SI A9;  
or, the line between a temporary flag pole erected on Bray Harbour wall and the starting mark as defined in SI A9;  
or, the line between a temporary flag pole erected on Bray Harbour wall and the “Harbour” fixed racing mark;

- or, a transit formed by bringing into line the North face of last seaward section of the North Pier, Boats shall pass between the seaward end of the North Pier and the fixed racing mark known as the “Harbour Mark”;
  - or, between a mark and the stern of a boat, both designated by the Class Captain. As soon as possible after the Start signal given by the Class Captain the boat will pass close to the off course side of the buoy and sail for 1 minute either a close hauled course or a course at approximately 45° to the direction of the next mark. At the end of this period the designated boat shall be free to sail her own course. From the Preparatory signal until the designated boat is free to sail her own course all other boats will keep clear of the designated boat;
  - or, as defined on the written course. See also A2.2
- A10.4 Any boat or object (with the exception of the anchor line) moored to the Committee boat is to be considered as part of the Committee boat. This modifies the definition of a mark as given in the Racing Rules of Sailing.
- A10.5 A boat starting later than 15 minutes after her starting signal will be scored “Did Not Start”. This changes RRS A4.1.

## **A11 Alternative Start**

The procedures set out in Alternative Start may only be used with the full accord of the Class Captain. The starting procedure will be announced by the Class Captain, or the designated starter, by VHF. No visual signals will be given.

- A11.1 The starting procedure will be:
- |                   |                    |
|-------------------|--------------------|
| Start - 5 minutes | Warning signal     |
| Start - 4 minutes | Preparatory Signal |
| Start - 1 minute  | One minute         |
| Start - 0 minutes | Start              |

A11.2 The Class Captain will announce recalls on VHF.

A11.3 A 5 second countdown may be given before a signal.

## **A12 The Finish**

The finishing line will be one of the following:

- (a) the line between the flagstaff on the Committee boat displaying a blue flag and the finishing mark defined in SI A9;
- (b) the line between a temporary flag pole erected on Bray Harbour wall and the starting mark as defined in SI A9;
- (c) the line between a temporary flag pole erected on Bray Harbour wall and the “Harbour” fixed racing mark.
- (d) a transit formed by bringing into line the South-East Corner of the North Pier and the camera mount on the roof of Bray Sailing Club premises;
- (e) a transit formed by bringing into line the North face of last seaward section North Pier
- (f) as defined in the written copy of the course. See also A2.2

When the finish line is a transit as defined in A12 (d) and (e), the inner limit of the finish line will be the South-East Corner of the North Pier and the outer limit a line running north-south through the “Harbour Mark”.

### **A13 Shortening Course**

This instruction modifies RRS 32.2.

The procedures set out in Instruction A13 Shortening Course may only be used with the full accord of the Class Captain.

After the starting signal, the Class Captain may shorten the course for one or all classes.

The Class Captain will inform all competing boats in the class, and, when possible the Race Officer, by VHF, that the course is to be shortened. This changes rule 32.1 and Race Signals. The Class Captain will inform the Race Officer of his action, at the first reasonable opportunity.

The Class Captain may instruct boats to:

finish at the next mark of the course on a line approximately 15 metres in length at right angles to the direction from the last mark. The mark will be left on the side required by the course as announced in the written course;

or, round the next mark of the course and proceed directly to finish at the next mark of the course as prescribed by the written course. The finish line will be a line approximately 15 metres in length at right angles to the direction from the last mark. The finishing mark will be left on the side required by the course as announced in the written course;

or, round the next mark of the course and proceed directly to the finish line as prescribed by the written course.

When shortening course, the Class captain may modify the required side on which the next mark should be left.

The Class Captain may instruct boats to record their time of passage at one or more mark. The time recorded will be when the mast of the boat crosses a line from the mark at 90° to the direction of the course from the last mark. . SI A.16.1 will apply. After boats have rounded the mark, the Class Captain may shorten the course to finish at that mark if it later becomes appropriate as stated in 32.1. Corrected times will be calculated using the time of passage.

### **A14 Changing course**

The procedures set out in Instruction A14 Changing Course may only be used with the full accord of the Class Captain.

The Class Captain may change the course for one or all classes.

Before the first boat has rounded the mark at which the course is to be changed the Class Captain will inform all competing boats in the class, by VHF, of the new course. All competing boats shall acknowledge reception of the Class Captain's instructions. The Class Captain will fully inform the Race Officer of his action, at the first reasonable opportunity. Lengthening the course or increasing the number of designated laps shall constitute a change of course.

### **A15 Late Arrivals**

A boat arriving under power or tow in the starting area after her preparatory signal may take a penalty as prescribed in RRS 44.2. The manoeuvre shall be carried out, under sail, on the pre-start side of the starting line, after stopping the engine or casting off the tow. No boat shall start her engine in the starting area or accept a tow after her preparatory signal. This amends RRS 42.1 and 44.1.

### **A16 Time Recording / Time Limits**

A16.1 Should the Race Committee not be in a position to record finishing times, boats will record their own finishing time with reference to "GPS time" or elapsed time and communicate it to the Class Captain or Results Officer in writing. In the absence of such a written declaration, the Race Committee will register the boat as DNF.



- A16.2 Unless indicated otherwise in the Club Programme, the time limit for the first boat of each class in each race is 2 hours 30 minutes – there will be no time limits for races designated as long distance races unless indicated on the written course. See also A2.2
- A16.3 Boats failing to finish within 45 minutes after the first boat competing in the same class sails the course and finishes will be scored “Did Not Finish”. This instruction will not apply for races included in the Long Distance Series. This changes RRS 35 and RRS A4.1. See also A2.2
- A16.4 These time limits may be modified on the written course. See also A2.2

## **A17 Protests**

- A17.1 Protest forms are available in the clubhouse. Protests shall be delivered to the Race Officer or his delegate within the protest time limit. The protest time limit is 90 minutes after the last boat has finished the last race of the day.
- A17.2 Notices will be posted no later than 30 minutes of the end of protest time limit to inform competitors of hearings in which they are parties or named as witnesses. The notices will, as far as possible, inform all parties of the approximate time of the hearing. Hearings will be held in the clubhouse.
- A17.3 Every effort will be made to have protests heard on the day on which they arise.
- A17.4 Penalties for breaches of sailing instructions A20, A21, and A22 may be less than disqualification if the protest committee so decides.
- A17.5 Infringements of sailing instructions A19, A20, A21, A23, A24 and A25 shall not be grounds for protest from one boat against another, but may result in action by the Protest Committee. This modifies RRS 60.

## **A18 Scoring**

- A18.1 The Bray Sailing Club **Low** Points Scoring System shall be used. See Appendix **D**.
- A18.2 In the event of an owner/helmsman/crew of a boat registered for club racing acting as Race Officer, Assistant Race Officer, or manning a Safety Boat, his or her boat shall score average points for the races concerned, provided that the boat in question does not come to the starting area. Points will be scored equal to the average, to the nearest tenth of a point of the boat’s points in all the races in the **series up to the date of acting as race officer (including manning a safety boat)**, excluding both discards and the races for which redress is granted under this instruction. Redress will only be given for 2 days racing per series, or 30% of races sailed in the series, whichever is the least.
- A18.3 When A3.3 applies the results on the day shall be counted against the original scheduled series. When one scheduled race is replaced by a number of races, each boat’s score for each race is divided by the number of races completed and the resulting score, to the nearest tenth of a point, will count for the original scheduled series.
- A18.3 For Cruiser classes, a system of progressive ECHO handicapping, where each boat’s handicap is automatically adjusted on the basis of performance in each race, will apply. The act of handicap adjustment or failure to adjust will not be grounds for a request for redress

## **A19 Safety Regulations**

- A19.1 Bray Sailing Club safety regulations will apply at all times. Competitors may be penalised for breaches of these regulations occurring before, during or after racing.
- A19.2 Competitors shall wear personal flotation devices at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. This includes when on board, or boarding, ferry boats, safety boats or other Club boats, except that on board Cruisers the wearing of such shall be at the discretion of the competitor unless

otherwise directed by the Skipper. It is recommended and best practice for all competitors to wear a personal flotation device while on deck.

A19.3 All dinghies, including Flying Fifteens, must carry a suitable towing line at least 5 metres long. The towing line shall not be any part of the normal standing or running rigging

A19.4 All competitors shall keep clear of safety boats.

A19.5 The priority of safety boats is the safety of competitors and Bray Sailing Club cannot accept any responsibility for damage to boats or equipment. In order to fulfil their duties, Safety crew or the Race Committee may instruct a boat to be taken in tow or abandoned.

A19.6 A boat that retires from a race shall notify the Race Officer as soon as possible.

## **A20 Sail Numbers**

All boats shall compete using the sail numbers declared at registration for the series. Requests to change sail number shall be made in writing to the Race Committee at the first reasonable opportunity.

## **A21 Radio Communication**

A21.1 A boat shall not receive radio or telephonic communication not available to other boats in that race. The Race Officer may, by radio, draw attention to race signals. Failure to transmit or to receive such communication will not be grounds for protest or for redress.

A21.2 Communication by radio will use VHF Channel 11. Should Channel 11 be unavailable the Race Officer will use standard VHF procedure to announce the switch to another channel.

A21.3 When a VHF radio is required by Class Rules or BSC regulations, all boats shall listen for communications on VHF at all times when racing.

## **A22 Eligibility: Boats**

A22.1 Only boats that have completed and returned the Bray Sailing Club registration form and have satisfied the requirements for registration as established by the club may compete for club racing trophies and prizes. The list of eligible boats will be posted on the official notice board.

A22.2 An unregistered boat may take part in club racing provided that the insurance requirements are met as set out in SI 24 and class safety regulations are complied with. The results of non-registered boats will not be scored.

## **A23 Liability**

A23.1 A boat is entirely responsible for her own safety, whether afloat or ashore and nothing in the BSC Sailing Programme or Sailing Instructions or elsewhere, reduces this responsibility.

A23.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By going to sea the boat confirms that she is fit to sail for those conditions and her crew is competent to sail and compete in them. See RRS 4.

A23.3 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 racing. The organisers encompass everyone helping to run the racing and include the organising authority, the race committee, the race officer, safety boats and beach masters.

A23.4 The provision of safety boats does not relieve the boat of her responsibilities.

## **A24 Insurance**

A24.1 Each participating boat is required to be adequately insured and in particular to be insured against third party claims.

A24.2 Competitors are also advised to arrange their own personal accident insurance.

## APPENDIX B

Courses using temporary marks.

These courses will be used for most dinghy racing. Courses will be laid so that races should last approximately 30 minutes.

The use of any other course will be signalled to competitors using the procedure defined in the Sailing Instructions (SI 2 Notices to Competitors).

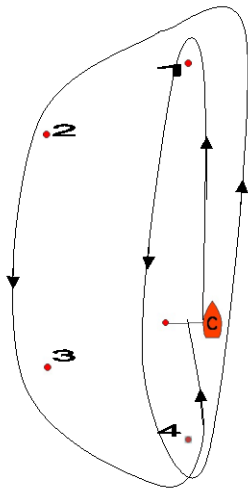
When dinghies with a PY handicap under 1250 (fast dinghies) and those with a handicap of 1250 and over (slow dinghies) are competing together only courses 2 (Windward-leeward) and 3 (Triangular) will be used. Fast dinghies will sail 2 laps, slow dinghies will sail 1 lap.

### 1. Trapezoid Courses

Signal Flag: O

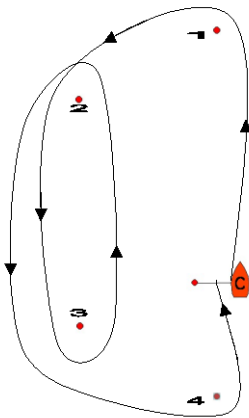
Trapezoid course for fast dinghies.

Start – 1 – 4 – 1 – 2 – 3 – 4 - Finish



Trapezoid course for slow dinghies

Start – 1 – 2 – 3 – 2 – 3 – 4 – Finish



## 2. Windward – leeward courses

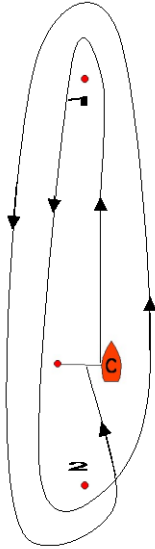
Signal flag W

Course for fast dinghies:

Start – 1 – 2 – 1 – 2 – Finish

Course for slow dinghies:

D.5 Start – 1 – 2 – Finish



## 3. Triangular courses

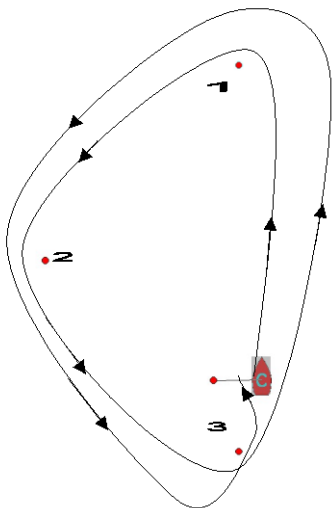
Signal flag: T

Course for fast dinghies:

Start – 1 - 2 - 3 – 1 – 2 – 3 – Finish

Course for slow dinghies:

Start – 1 - 2 - 3 – Finish



## Appendix C

### High points scoring system (HPSS)

- C.1 For each series the number of races scheduled and the number of races required to be completed to constitute a series shall be stated in the Bray Sailing Club Sailing Programme. In calculating the number of races to be completed to constitute a series, all races abandoned before the first warning signal because of foul weather or insufficient wind shall be deducted from the total of scheduled races in the series. Races not sailed due to a number of competitors less than that required by the Sailing Programme will be included in the total of scheduled races in the series.
- C.2 Each boat series score shall be the total of her race scores, except that a boat shall discard the scores of a number of races as defined in C.3. The boat with the highest series score wins and others shall be ranked accordingly.
- C.3 Unless otherwise stipulated in the Sailing Programme, the number of discards shall be equal to 20% of races (30% for the Cruiser classes) completed in the series, rounded down to the nearest whole number
- C.4 A boat which is scored as retired (RET), did not finish (DNF), did not start (DNS) or on the course side of the starting line (OCS) will receive 1 point.
- C.5 A boat that does not compete (DNC) or is disqualified (DSQ) receives 0 points. A disqualification not excludable (DNE) under RRS 88.3(b) shall be included in the series score.
- C.6 A boat that finishes will receive:
- (a) for Dinghy classes: 1 point plus a point for each boat that finishes after her and 1 point for each boat that came to the starting area but did not finish. .
  - (b) for Cruiser classes: 2 points plus a point for each boat that finishes after her and 1 point for each boat that came to the starting area but did not finish
- C.7 If the protest committee decides to give redress by adjusting a boat's score for a race, or when SI 14.2 or A19.2 applies, the boat shall not receive a score better than the score of the boat finishing first in her class as calculated using SI C.6.
- C.8 If there is a series score tie between 2 or more boats, RRS Appendix A8 shall apply except that the word "score" is replaced by "finishing place".
- C.9 RRS A3 (Starting times and finishing places), A5 (scores determined by the Race Committee), A6 (Changes in places and scores of other boats) and A7 (Race ties) will apply.

## **Appendix D**

### **Low points scoring system (LPSS)**

- D.1 For each series the number of races scheduled and the number of races required to be completed to constitute a series shall be stated in the Bray Sailing Club Sailing Programme. In calculating the number of races to be completed to constitute a series, all races abandoned before the first warning signal because of foul weather or insufficient wind shall be deducted from the total of scheduled races in the series. Races not sailed due to a number of competitors less than that required by the Sailing Programme will be included in the total of scheduled races in the series.
- D.2 Each boat's series score shall be the total of her race scores, excluding the scores of a number of races as defined in D.3. The boat with the lowest series score wins and others shall be ranked accordingly.
- D.3 Unless otherwise stipulated in the Sailing Programme, the number of excluded scores shall be equal to 30% of races completed in the series, rounded down to the nearest whole number
- D.4 A boat that finishes will receive 1 point for first place, 2 points for second, 3 points for third, etc.
- D.5 A boat which is scored as retired (RET) or did not finish (DNF) shall be scored points for the finishing place one more than the number of boats that came to the starting area.
- D.6 A boat which is scored as did not start (DNS), or on the course side of the starting line (OCS), or is disqualified (DSQ), shall be scored points for the finishing place one more than the number of boats that came to the starting area. A disqualification not excludable (DNE) under RRS 88.3(b) shall be included in the series score.
- D.7 A boat that does not compete (DNC) shall be scored points for the finishing place two more than the number of boats that came to the starting area.
- D.8 If there is a series score tie between 2 or more boats, RRS Appendix A8 shall apply.
- D.9 RRS A3 (Starting times and finishing places), A5 (scores determined by the Race Committee), A6 (Changes in places and scores of other boats) and A7 (Race ties) will apply.