



# Sailing Instructions



**Talisman**

# COCKLE ISLAND BOAT CLUB (C.I.B.C.) SAILING INSTRUCTIONS

Unless otherwise stated, words in the instructions have the meaning as follows:-

**"Yacht" is any sail boat taking part in the C.I.B.C. summer programme of racing.**

**"C.I.B.C. notice boards" are the Club's notice boards at the Groomsport Boat House and at the Bangor Marina. The "Battery" is the Groomsport Battery on the harbour wall and "radio" is VHF radio equipment transmitting/receiving on Channel 77.**

## PART 1. GENERAL SAILING INSTRUCTIONS

### 1. RULES

Racing will be governed by the Racing Rules of Sailing (RRS) and the prescriptions of the RYA, except as modified by these instructions.

### 2. HANDICAPS

Yachts will race under a handicap assigned by the sailing committee. The assigned handicap will apply to the Crowe Cup and all other races except the Wrinklies races. During the season the assigned handicap will be adjusted for yachts taking part in Crowe Cup races and by extension to comparable yachts in the C.I.B.C. fleet. Questions about the assigned handicap should be addressed in writing to the Sailing Committee.

**The Wrinklies will start the season on the assigned handicap and following each race there will be an adjustment to produce a rolling handicap for use in the subsequent Wrinklies' race.**

Yachts joining the fleet during the season will be assigned a handicap by the Sailing Committee.

### 3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the C.I.B.C. notice boards.

### 4. CHANGES TO SAILING INSTRUCTIONS

Any change to sailing instructions will be posted on the C.I.B.C. notice boards at least two hours before the start of the race.

### 5. SIGNALS MADE ASHORE

Flag signals will be hoisted on the flagpole at the Battery. Courses will be indicated by the coloured boards on the seaward side of the Battery wall. Battery starts will involve flag and sound signals. Flag signals will take precedence over sound signals. **The detail of ashore signalling for racing is set out in the specific instructions for the "Crowe Cup, Wrinklies and Ladies' Races" in PART 2 on page 3.**

### 6. SCHEDULE OF RACES

All races will be set out in the Summer Programme and results posted on the C.I.B.C. notice boards.

### 7. CLASS FLAGS

The class flag to be flown for all races is Numeral Pennant "4".

### 8. START

Races may be started from the Battery using a system of shore signals or by radio from ashore or from the Race Officer's boat. The general prescription does not exclude the use of both sound and flag signals from the Race Officer's yacht or from the Battery.

**Normally Crowe Cup Series and Ladies' races will be started from the Battery. The Wrinklies series, Round the Lough/Islands and Offshore races are normally started from the Race Officer's yacht.**

The start of the races will be controlled by signals made at 5 minute intervals. These consist of:- (a) **Warning Signal**, made ten minutes before the start of the race, (b) a **Preparatory Signal**, made five minutes before the start and (c) a **Start Signal**.

## 9. TIME LIMITS

Time limits will be (a) Crowe Cup / Ladies Races / Wrinklies – 1 hour 30 minutes. The race Officer may extend the race by one hour. If no boat finishes within the extended time then the race will be abandoned. (b) Round the Lough / Round the Islands – 5 hours fixed time limit.

## 10. PROTESTS

Protests will be submitted on the appropriate RYA Protest Form to a member of the Sailing Committee as soon as possible after the finish of the race and no more than two hours later. The RYA Form is available from the Race Officer, who must be informed of the name of the person protesting and the outline facts and yachts involved.

## 11. SCORING

Boats starting and finishing a race and not disqualified or retiring will score points as follows:- First 5 points, Second 4 points, Third 3 points, Fourth 2 points and all finishing boats 1 point.

## 12. SAFETY

All yachts will carry on board adequate lifesaving equipment for each person on board to comply with ORC safety regulations. It is recommended that all crew wear a life jacket at all times when afloat.

## 13. DECISION TO RACE

**The boat's skipper is solely responsible for deciding whether to start or to continue racing.**

## 14. ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules competitors and yacht owners agree:- (a) To be governed by these rules, (b) To accept the penalties imposed and other action taken under these rules, subject to appeal and review procedures provided in them as the final determination of any matter arising under these rules, and with respect to such determination, not to resort to any court or other tribunal not provided under these rules and (c) To have valid third party liability insurance of two million pounds sterling.

# PART 2. CROWE CUP, WRINKLIES AND LADIES' RACE

**General Sailing Instructions (PART 1) and the following will apply to these races.**

**All information for the Wrinklies race will be relayed by radio; this includes the course, the port/starboard hand, the warning, preparatory and start signal, as well as all other necessary information**

**Normally the Crowe Cup and Ladies' race will be started from the battery using traditional signalling and normally the Crowe Cup is on Wednesday evenings with a 19:30 start.**

## 1. SAILS

The Crowe Cup and Wrinklies series and the Ladies' races will be white sail only.

## 2. MARKS

The marks for the courses are described on the course plans (not to scale), see the outside back cover of these instructions. Racing marks Nos. 1 & 4 are red and Nos. 2 & 3 yellow. At the start/finish line the inner mark is white and is always assumed to be on the start line, the outer marker fixing the extent of the start/finish line is red. This red mark may or may not be on the start line as the start/finish line is defined as the line to seaward between the inner and outer limit marks when the inner mark is in line with the flagpole on the battery.

## 3. COURSES

Races will be held in the area north of Groomsport Harbour.

Designation of courses and signalling for the Crowe Cup and Ladies' race will be as follows:

The course to be sailed will be indicated by a coloured course board displayed on the seaward side of the wall in front of the flagpole on the Battery. There are four colours, each colour also has a letter identifying the course to be sailed. The letter "A" on the blue board, "B" on the Orange, "C" on yellow and "D" on the green board. Diagrams (not to scale) of the 4 courses are on the back cover of these sailing instructions.

The course will be sailed either on a port or starboard hand and this will be indicated by a red flag for port and a green flag for starboard, hoisted to the top of the flagpole.

The Race Officer may change the course up to the first warning signal and at the end of the first or subsequent rounds of the course.

#### 4. START

The start of the race will be controlled by signals made at 5 minute intervals.

- (a) **Warning Signal;** 10 minutes before the start, class flag (numeral 4 pennant) hoisted on west arm of the flagpole with one sound of the horn.
- (b) **Preparatory Signal;** 5 minutes before the start, "P" flag hoisted on east arm of the flagpole with one sound of the horn.
- (c) **Start Signal;** Class and "P" flags removed and a long sound of the horn.

#### 5. SHORTENED COURSE and OTHER VARIATIONS OF COURSE

A race continues while the course boards and the port/starboard flag remains in position. The Race Officer may change the course at the completion of a lap, no signal other than the substitution of the new course board will be made.

##### **In these "Instructions":-**

If the code flag "S" is flown on its own on the west arm of the flagpole, the race is SHORTENED.

In C.I.B.C races with a predetermined number of laps the race ends with the completion of the next lap. No sound signal will be made when hoisting code flag "S" and the course boards and port/starboard flag are removed before the "S" flag is hoisted.

If the code flag "N" (blue/white check) is hoisted on the west arm of the flagpole, the race is abandoned. Racing ends with the hoisting of the code flag "N" and the horn.

If the answering pennant (vertical red / white stripes) is hoisted on the west arm of the flagpole, the race is postponed the Warning Signal will be given one minute after the flag is lowered. (See SPECIAL PROVISIONS "Battery Procedure" in "Race Officer's Instructions", page 11.

#### 6. FINISH

The finish of the race will be signalled by the removal of the course board and port/starboard flag.

#### 7. START/FINISH LINE

The extent of the start/finish is marked by an inner buoy (white) and an outer buoy (red). A boat starts and finishes a race when the bow of the boat and the inner limit mark is in transit with the flagpole on the Battery and the yacht is between the marks. The outer limit mark (red) of the start/finish line may or may not be on the start/finish line.

All boats must start/finish between the inner and outer limits marked and go through the start/finish line at the end of the first and subsequent rounds of the course.

After completing the race all boats must not re-cross the start/finish and must clear seaward of the outer mark. Individual sound signals will be made for each yacht as it crosses the finish line at the end of it's race (no sound signal for a yacht if it is clearly disqualified if for example sailing a wrong course or it ignored recall signals).

#### 8. TIMING

In the Wrinklies series, when a race is controlled from the Race Officer's boat, skippers self time their crossing of the finish line. If possible radio the Race Officer as the yacht crosses the line. Otherwise, as soon as is practical, the lapsed time should be passed on to the Race Officer.

## **PART 3 – ROUND THE LOUGH / ROUND THE ISLANDS RACES**

In addition to the General Sailing Instructions PART1 the following will apply:

### **1. SAILS**

Round the Lough and Round the Island races will be unrestricted: spinnakers may be used but additional handicap (-40) will apply.

Competitors must declare the hoisting of a spinnaker to the Race Officer at the end of the race.

### **2. SIGNALS**

Radio will be the normal control used in these races. As In the starting of the Wrinklies races, the Race Officer will relay all necessary information by radio, this will include the course to be sailed, the hand (port or starboard), the Warning, Preparatory and Start Signals. The use of radio does not preclude the use of flag signals from the Race Officer's boat

Races started from the Battery will follow the course designation signalling and starting procedures for the PART 2 (Crowe Cup etc,) races.

### **3. COURSES**

In the case of Round the Lough Races there are two courses, "A" and "B". There is only one course for the round the Islands races. These three courses may be sailed on either a port or starboard hand. Diagram of the courses (not to scale) are on page 6 and 7.

The Race Officer may change the course up to the Warning Signal.

### **4. MARKS**

Marks are shown on the diagrams of the course on pages 6 and 7.

### **5. START / FINISH LINE**

**Round the Lough courses "A" and "B".** Depending on whether the course is to be sailed on the port or starboard hand, yachts must start these races either heading east or west between the inner and outer start line marks. They must finish the race by crossing the start/finish line between the inner and outer marks of the line.

**Round the Islands Race.** The port or starboard hand only applies when yachts clear the Briggs buoy. The port hand race requires the islands to be left to port (anti clockwise around the course on the diagram on page 7. The starboard hand requires the islands to be left to starboard (clockwise around the islands). This involves a start east over the start line leaving C.I.B.C. No 1 mark to port, No 2 mark and the Briggs to starboard. On return the Briggs and the C.I.B.C. No 2 mark are left to port, No 1 mark to starboard and west over the finish line between the inner and outer marks of the finishing line.

### **6. TIMES**

Skippers self time and relay their finishing time (BST, not lapsed time) directly to the Race Officer who is responsible for passing the race record papers to Maurice Boal.

## **PART 4 OFFSHORE RACES – GLENARM AND PORTPATRICK**

In addition to the General Sailing Instructions (Part 1) the following will apply.

### **1. CLASSES**

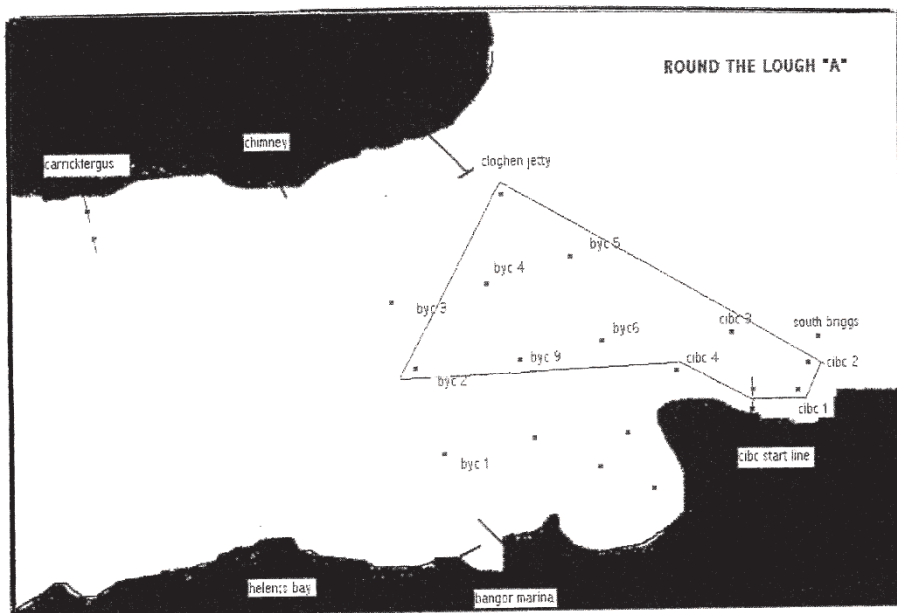
For both races there is one class. Spinnakers may be used in which case an additional handicap (-40) will apply.

**Failure to declare the hoisting of a spinnaker will result in disqualification.**

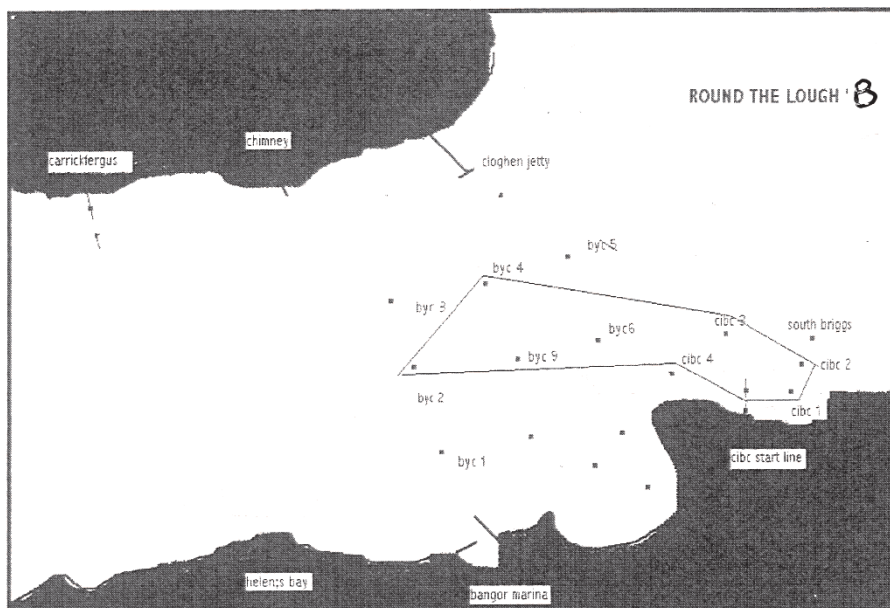
### **2. SIGNALS**

Signals and control of these races will be by radio from the Race Officer's yacht.

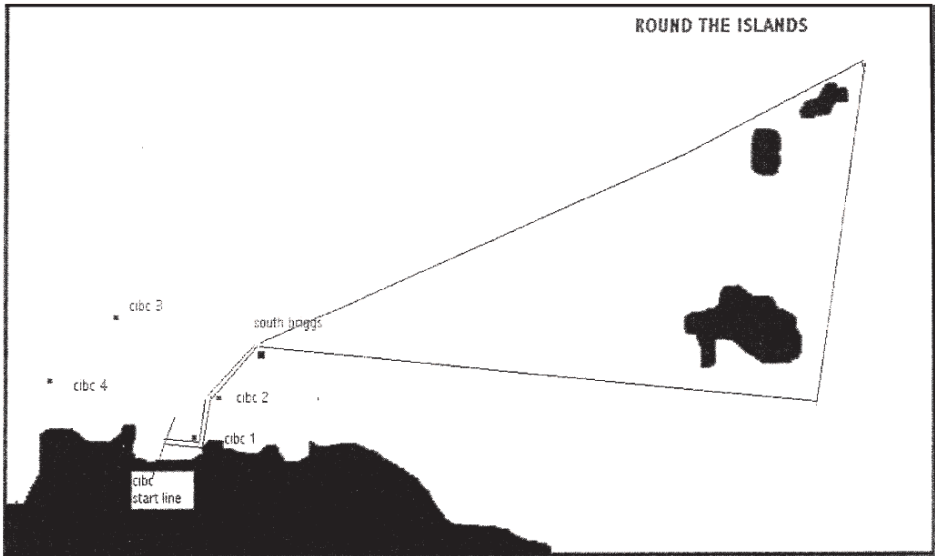
## Round the Lough A



## Round the Lough B



# Round the Islands



## FLAG SIGNALS

### Numeral Pendant 4



### P Flag



### S Flag



### N Flag



### Answering Pendant (AP)



### X Flag



### First Substitute



### 3. COURSES

#### Glenarm Race

The start of the race will be through the C.I.B.C. start line and may be either port or starboard (port is an easterly start and starboard a westerly one).

Easterly C.I.B.C. Start line, C.I.B.C. Nos 1 & 2 marks left to Port onward to Glenarm finishing line. Westerly C.I.B.C. Start line, C.I.B.C. Nos 4 & 3 left to starboard onward to Glenarm finishing line.

#### Portpatrick Race

The start of the Portpatrick race is east through the C.I.B.C. start line leaving C.I.B.C. No 1 mark to port and the No 2 and the Briggs to starboard and onward to Portpatrick finishing line.

### 4. FINISH LINE

**Glenarm Race** finishes when the yacht crosses the line between two special yellow canister buoys approaching the entrance to the marina.

**Portpatrick Race** finishes when the yacht crosses an imaginary line parallel to the harbour entrance and no more than 200 metres from the wall with the yacht on the harbour entry transit line. (May be modified in the light of distinctive markers being available on the day of the race.)

### 5. TIMES

Yachts will record their own finishing time (BST) and that of the yacht finishing after them. Within 24 hours skippers will inform Maurice Boal (91459012) of these finishing times. Skippers must, when reporting finishing times, confirm whether a spinnaker was hoisted on their yacht.

**Failure to comply with this instruction will result in disqualification.**

## PART 5. PURSUIT RACE

The annual Pursuit Race will be controlled from the Battery using traditional signalling as used in the Crowe Cup series (see PART 2). Current assigned handicap for each yacht will be applied to calculate the start time for each competitor.

## PRIZES AND TROPHIES

### 1. PRIZES

Normally prizes will be awarded as follows:

Crowe Cup Series \*

Round the Lough Races

Round the Islands Races

Off Shore Races – Portpatrick

Off Shore racing – Glenarm

Ladies races

Pursuit Race

Wrinklies Races \*

Wrinklies Offshore

\* best of numbers decided annually

Crowe Cup and a second and third prize

The McGuffie Cup

The Island Cup

Offshore Passage Crystal

Foster Cup

Ladies cup

Pursuit Race Cup

Wrinklies Cup

### 2. ENDEAVOUR TROPHY

Awarded annually by the Sailing Committee to the skipper of a yacht who in their opinion has exhibited throughout the summer sailing programme a good level of enthusiasm, participation and generally epitomise those who, unlikely to gain line honours, none the less do their best and thereby are an example and encouragement to other skippers.

# RACE OFFICERS' INSTRUCTIONS

## GENERAL NOTES FOR RACE OFFICERS

### **A RACE OFFICER UNABLE TO FULFIL HIS ROLE FOR A RACE FOR WHICH HIS NAME APPEARS ON THE SUMMER PROGRAMME MUST ARRANGE FOR A REPLACEMENT**

1. The Summer Programme, made available to all club members, sets out the race programme, the start times and the rota for Race Officers.
2. The Race Officer should arrive at the Battery or take up position in plain view of the Start Line, when the race is to be controlled from a yacht, at least 20 minutes before the 10 minute Warning Signal is expected. It is the responsibility of the Race Officer to ensure the starting procedure is orderly and on time.
3. **It is the Race Officer's responsibility to have in his possession on arrival for duty all necessary equipment.**
4. **Race control from the Battery requires:** the course boards, the flag box containing the flags, paperwork for the race records, the stopwatch, the radio, the key to the metal flagpole control/battery) and the horn. These items should be checked when collected or when handed over by the Race Officer from the previous race. Checking requires ensuring not only that all necessary equipment is present but that the stopwatch is functioning and the radio is fully charged and writing material is usable.
5. **Race control from the Race Officer's yacht.** Requirements vary depending on whether the radio is to be used exclusively for signalling or if some use is made of flags and sound. The use of a horn is suggested and flags may be used but the choice of signalling is left as a matter for the Race Officer who must brief the yachts in the procedure he is going to use. If sound signals are to be used it is recommended that the transmit button is activated at the same time as the horn signal is made.
6. Race Officers on the Battery are advised to contact any C.I.B.C. yachts already at sea to ascertain the wind strength and direction offshore and the sea conditions before deciding on the course and port/starboard hand signal to be set for the race.
7. All races are single class and except for the Pursuit Race all yachts start at the same time
8. The stopwatch is activated at the Warning Signal (10 minutes before the start of the race) and is only stopped when the last yacht to finish crosses the finishing line. The recorded lapsed time includes the 10 minutes from Warning Signal to the Start Signal.
9. **The Race Officer must decide if the weather conditions are suitable for racing.** It is his decision to be taken having due regard to any small craft warning issued by the coastguard for the Bangor/Belfast Lough area.
10. The Race Officer must complete the race results form on which are recorded the particulars of the race, sea and weather conditions, yacht names, retirements and the time for the yachts to complete each lap as well as each yacht's finishing time. Recording lap times is important as they may be needed to decide a race in the event of non completion of subsequent laps.
11. Particulars of the C.I.B.C. Sail Boat Fleet are circulated from time to time and a copy is in the Race Officer's box.

# BATTERY PROCEDURE FOR STARTING CROWE CUP AND LADIES RACES

## (THE PROCEDURE IS APPLICABLE TO THE STARTING OF ANY C.I.B.C. RACE FROM THE BATTERY)

**PREPARATION.** Unlock the battery box on the flagpole, connect the horn and test, check the flags, stopwatch and carry out a radio check. Confirm the wind direction and strength (if possible do the radio check with a yacht out at sea).

1. Coloured course boards should be positioned on the seaward side of the Battery wall as soon as possible and well before the Warning Signal time.
2. Hoist to highest point on flagpole port/starboard hand flag (port-red, starboard-green.) and do so as soon as possible after course boards are displayed.

## STARTING PROCEDURE

3. **Warning Signal.** Exactly 10 minutes before the scheduled start time hoist the numeral pennant "4" on the west arm of the flagpole and sound the horn once. At the same instant start the stopwatch which should continue running for the duration of the race.

4. **Preparatory Signal.** At 5 minutes before start time hoist the code flag "P" on the east arm of the flagpole and sound the horn once.

5. **Start Signal.** At the exact start time for the race lower both flags on the flagpole arms and sound the horn once but for a longer time (say 50% longer) than the **Warning** or **Preparatory** horn signal.

6. If a one lap only race is intended remove the course boards and the port/starboard flag soon after the last yacht has cleared the No 1 or 4 marker. If there is to be more than one lap leave the course boards and hand flag in position. The race continues while the course boards and hand flag remains in position.

7. To shorten the course hoist code flag "S" on its own on the west arm of the flagpole.

8. If the race is to stop, i.e., no more racing, hoist the code flag "N" (blue/white/checks) on the west arm of the flagpole, ABANDONMENT

If there is a delay in the scheduled start time hoist flag answering pennant (AP)(vertical red/white) POSTPONEMENT. When delay has been sorted, lower AP flag and after one minute commence the normal starting procedure. (See specific variation on this use of "AP" flag at end of this "Battery Procedure").

9. To indicate, in normal conditions, that the last lap has been completed (race ended) remove the course boards and port/starboard hand flag. Care is required to ensure that slow yachts have crossed the finish line on their penultimate lap before removal of boards and hand flag.

10. If a race Officer decides on a course change the course board must be changed before the leading yacht approaches the start/finish on a first or subsequent lap. As at Procedure 9, care is essential to ensure slower yachts have completed the same number of laps as the leading yacht before the slower yachts are signalled to change to the new course by the changing of the course board. (A change in course board before the first lap is completed by the leading yacht avoids such problems.)

11. At the end of the race the horn will sound for each yacht finishing the race.

12. After completion of a race the Race Officer must disconnect the battery leads, secure all cordage in the box and lock the box on the flagpole. The horn, flags, VHF Radio (if used), stopwatch (no longer running) and paper work should be packed away. Arrangements must be made by the Race Officer to deliver results of the race to Maurice Boal and the equipment to the person who is to be responsible for the next race. Any problems with the equipment or the need to have flags dried or radio charged should be made clear to the next scheduled Race Officer.

## RECALL AND SPECIAL PROVISIONS

### INDIVIDUAL RECALL

If a yacht or several yachts are over the start line before the Start Signal (or other irregular start behaviour) **but a General Recall is not necessary** hoist the code flag "X" (regular blue cross on white) **Normal starting procedure continues**. The "X" flag remains hoisted until the early starter(s) have completed a satisfactory start.

### GENERAL RECALL

If the majority of the yachts are over the line at the start of a race then the code flag First Substitute is hoisted, two sound signals made and when all yachts recross the start/line the race starting procedure is repeated from the Warning Signal stage.

### CROWE CUP: TIDAL CONDITIONS AT GROOMSPORT HARBOUR: PROBLEM WITH NORMAL START TIME AT 19:30 HOURS.

At certain times it may be necessary, because of adverse tides, to postpone the start times for the Crowe Cup races to ensure yachts anchored in the harbour can reach the start area. If postponement is necessary the Race Officer will at 19:20 (normal Warning Signal time) sound two blasts of the horn and hoist the answering pennant (AP), west arm of flagpole. Once all yachts are present a further two blasts on the horn and the pennant will be lowered. Exactly one minute after this signal normal starting procedure will be resumed with the Warning Signal. A note of the revised time must be made on the race result form.

## FOR THE AVOIDANCE OF DOUBT

### STARTING PROCEDURES FOR ROUND THE LOUGH, ROUND THE ISLANDS AND WRINKLIES RACES

All races covered by these "Sailing Instructions" may be started and controlled either from the Battery, using traditional signalling, or from the Race Officer's yacht using radio.

A Race Officer operating from a yacht may, at their own discretion, use only radio to signal all aspects of the starting procedure or a combination of radio, flag and sound. The Race Officer's choice must be made clear to the fleet as soon as it assembles in the start area.

No matter from where the race is to be controlled, the time interval between signals will be the same i.e. Warning Signal 10 minutes before the scheduled start, Preparatory 5 minutes before the start and a Start Signal.

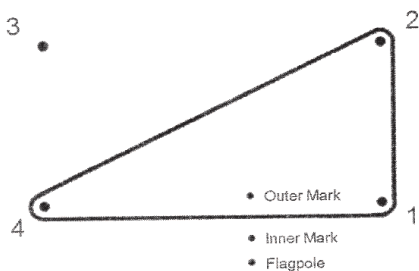
### COURSE BOARDS

Course Boards "A" and "B" are required for Round The Lough Races started from the Battery.

Course Boards "A", "B", "C" and "D" for Ladies', Pursuit and Wrinklies races if started from the battery.

No Course Boards are required for Offshore or Round the Islands races.

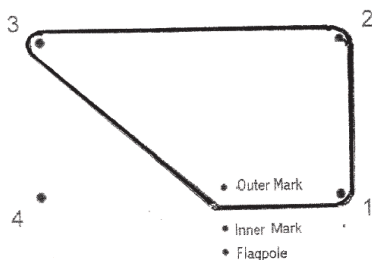
# COURSES FOR CROWE CUP, WRINKLIES AND LADIES' RACES



Course

**A**

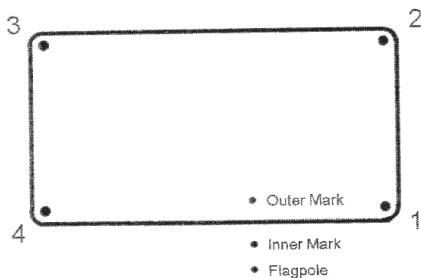
(Blue Board)



Course

**B**

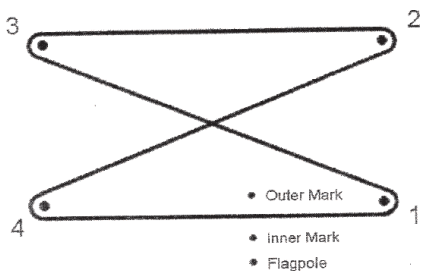
(Orange Board)



Course

**C**

(Yellow Board)



Course

**D**

(Green Board)

→ Port-hand leave No2 and 3 marks to Stb  
← Starboard-hand leave No2 and 3 marks to Port