



Sailing Instructions for Cork Harbour Combined June League 2025

Racing Rules

1. All races shall be governed by the Racing Rules of Sailing (RRS), Irish Sailing (IS) Prescriptions, World Sailing (WS) Offshore Special Regulations (OSR) Appendix B, the Notice of Race (NOR) and the Sailing Instructions (SIs) In addition, the following must be carried aboard and be in working order:
 - A fully operational marine VHF radio.
 - A first-aid kit and manual
 - An effective means to quickly disconnect or sever the standing rigging from the boat'One Design' classes must carry a VHF Radio Transceiver and comply with the safety requirements of their respective Class Rules.
2. Competitors in races for One Design classes shall also comply with their relevant Class Rules.
3. Competitors in IRC (International Rating Certificate) and ECHO handicap classes shall, in addition, comply with the rules of these handicapping systems.
4. IRC Rule 22.4 (Crew number/weight) shall not apply.

Entry and Eligibility

5. The series is an open to members of the Royal Cork Yacht Club, Cove Sailing Club, Monkstown Bay Sailing Club and Lower Aghada Tennis and Sailing Club.
6. A valid IRC certificate is required to have a valid entry for IRC results.
7. A valid ECHO certificate is required to have a valid entry for ECHO results.

Notices to Competitors

8. Notices to competitors will be posted on the Official Club Notice Board which is located on the window of the Sailing Coordinator's office and/or on the RCYC website (Noticeboard) <https://www.royalcork.com/notice-board/> and/or via the event WhatsApp group or/and on the official notice boards of all competing clubs.

Changes to Sailing Instructions

9. Any change(s) to the SIs will be posted on the Official Notice Board in the RCYC, CSC, ASC and MBSC, not later than two hours before the scheduled start of the first race of the day.

Signals made Ashore

10. Signals made ashore will be displayed on the flag staff at the RCYC.
11. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

Class Flags

12. Spinnaker Classes shall fly any of Numeral Pennants One, Two or Three. Non-Spinnaker classes shall fly a white flag.
13. Boats shall show their correct sail number. Permission to race using any other sail number must be sought from the Race Committee prior to going afloat. Any boat not showing its correct sail number may not be scored.
14. The Race Committee reserves the right to place any boat in any class it deems appropriate.

Local Harbour Regulations

15. Competitors are reminded that all commercial shipping has absolute right of way within the harbour area.
16. Use of the harbour is governed by the Port of Cork Byelaws, and you are referred to the following relevant documents:

[Guidance notes for Leisure Craft](#)

[Port of Cork Byelaws 2016](#)

- 16.1 All boats shall not impede Commercial Vessels navigating within the defined navigation channel.
- 16.2 All boats shall keep at least 150 metres away from the Refinery Jetty or Vessels moored alongside.
- 16.3 If found to have been in breach of item 16.1 and or 16.2 above, a boat may be disqualified from the race or league or event in which they are competing in or at the time of the incident.
- 16.4 Protests for infringement of 16.1 and or 16.2 above can be initiated by any club member who is witness to the infringement or by the Race Committee, if informed of an infringement by the Port authorities. Note the protest time limit will not apply to infringements of 16.1 and or 16.2 above.

Time Limits

17. The time limit for each race is 21.30hrs

Marks/Courses

18. Courses for each fleet shall be displayed on the CV Blackboard and on the designated VHF channel.
19. For 'laid' courses, marks will be black, orange or yellow inflatable buoys.
20. At the discretion of the Race Officer (RO), Round the Cans courses may be selected from the current Royal Cork YC Course Card. Each boat should have a copy of the current Royal Cork YC Course Card (2025 edition). This is also available here: <https://www.royalcork.com/wp-content/uploads/2025/04/Course-card-final-V-2025.pdf>
21. For Round the Cans and Coastal courses, the marks used may be a combination of navigation marks, Port of Cork laid race marks, RCYC racing marks and inflatable buoys.

Starting/Finishing

22. Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
23. Boats whose warning signal has not been made shall keep clear of the starting area during the starting sequence for other races.

24. The order of starts will be at the RO's discretion and may be announced on the designated VHF channel.
25. Flag "F" with repetitive sound signals at a mark on the course means having rounded that mark, boats shall proceed directly to the finishing line and finish by crossing the line from the direction of the last mark. This is in addition to RRS 32.2
26. The Start and Finish line will be formed between a staff on the CV and a nearby Inflatable Buoy or Navigation Buoy as indicated by the CV.

Protests and Requests for Redress

27. In addition to RRS 61, persons intending to protest should inform the RO immediately upon finishing or retiring of their intention to protest.
28. Protests shall be filed online here:
https://www.racingrulesofsailing.org/events/11807/event_links?name=Cork%2520Harbour%2520Combined%2520June%2520League%25202025%2520
29. For each class, the protest time limit is 90 minutes after the last boat in that class has finished the last race of the day.
30. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b).

Arbitration

31. RRS Appendix T – Arbitration Applies.

Scoring

32. The scoring system used shall be the 'RRS Appendix A Low Point System' with the following penalties:

	Description	Penalty
DNC	Did Not Compete	Series Entry Plus One Place
DNS	Did Not Start	Series Entry Plus One Place
OCS	On Course Side	Race Entry Plus One Place
RET	Retired	Race Entry Plus One Place
DNF	Did Not Finish	Race Entry Plus One Place
RAF	Retired After Finishing	Race Entry Plus One Place
OOT	Out Of Time	Race Entry Plus One Place
DSQ	Disqualified	Series Entry Plus One Place

33. If four or more races are completed in the series, then one discard shall apply.

Safety Regulations

34. A boat that retires from a race shall notify the RO as soon as possible.

Equipment and Measurement Checks

35. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
36. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

37. A boat may be disqualified from the series if found in breach of the Class rules or the Sailing Instructions.
38. For Non-spinnaker classes, only one headsail and one mainsail shall be flown at any point in time. Furthermore, spinnaker or whisker poles may not be used to pole out headsails on the same side as the mainsail.

Radio Communications

39. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all competing boats. This restriction also applies to mobile telephones.
40. Courses may be announced on the designated VHF channels prior to starting sequence of that class. Typically, this will be channel 71 if not specified in the notice of race and, if different, will be posted on the RC blackboard before the start.

Prizes

41. Overall prizes will be awarded to 1st, 2nd and 3rd place in each Class in IRC and progressive ECHO.
42. The final prizegiving shall take place after racing on the last day of the league at the RCYC.

Disclaimer of Liability

43. Competitors participate in the league entirely at their own risk. See Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the event.

Insurance

44. It is the duty of each boat owner to have their boat adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for the entirety of the events sailed in.