



Chesapeake  
Bay  
Star Fleet



## 83rd Annual J Rulon Miller Series

July 22-23, 2017

Hosted by Gibson Island Yacht Squadron and the Chesapeake Bay Star Fleet  
The Organizing Authority is International Star Class Yacht Racing Association (ISCYRA)  
District 2 in conjunction with the ISCYRA and the Chesapeake Bay Star Fleet.

### Sailing Instructions

#### 1. RULES

The series will be governed by the Rules as defined in the current Racing Rules of Sailing (RRS) and the International Star Class Rules (STCR) except as any of these are modified by the Notice of Race and/or Sailing Instructions and any amendments thereto. Should there be a conflict between the Notice Race and the Sailing Instructions the Sailing Instructions shall govern. This changes RRS 63.7.

#### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the GIYS at the Gibson Island Boat Works.

#### 3. CHANGES IN SAILING INSTRUCTIONS

Any changes in the Sailing Instructions will be posted before 0900 of the day they will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

#### 4. SIGNALS ASHORE

4.1 Signals made ashore will be displayed at the GIYS Boathouse.

4.2 Code Flag "AP" when displayed ashore means that the start has been postponed. The Warning Signal will be made not less than 90 minutes after the lowering of the signal.

#### 5. SCHEDULE

5.1 The scheduled time of the warning signal for the first race each day is 1055 hours.

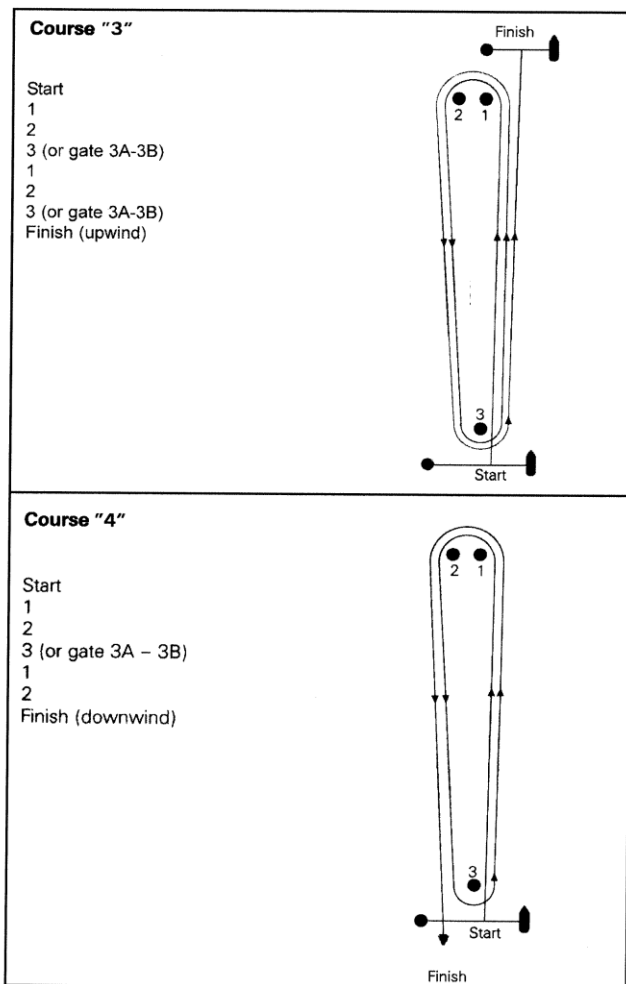
5.2 The Race Committee may change the schedule. Races may be sailed earlier than originally scheduled, but not before the day and time scheduled for the first race. No more than three races per day.

#### 6. COURSE

6.1 Course "3", or Course "4", STCR 34.3, may be used. The lengths of the legs are as described in Format C, STCR 34.3.7. The Race Committee signal boat will display the appropriate numeral pennant (or the course number by placard) to indicate the course.

6.2 The approximate compass bearing and length from Mark 3 (or Marks 3S and 3P) to Mark 1 will be displayed on the Race Committee signal boat prior to or with the Warning Signal.

6.3 Courses may be shortened as described for Red Events in STCR 34.3.1.



**7. MARKS**

- 7.1 A new mark, when used in accordance with Sailing Instruction 12, will be a tetrahedron. If a new mark is subsequently changed, it will be replaced with the original orange mark.
- 7.2 For Courses "3" and "4", Mark 2 will be an orange ball.
- 7.3 A Race Committee starting or finishing boat may set a stand-off buoy. When present, this stand-off buoy, the line attaching it to the Race Committee boat, and the Race Committee boat are all part of the starting or finishing mark.
- 7.4 The race committee may designate the pin end of the starting line as the leeward mark.

**8. CHECK IN**

Prior to the first Warning Signal of the first race of the day, boats shall sail past the stern of the Race Committee signal boat to be recorded.

## **9. THE START**

- 9.1 The starting line will be between the staff from which an Orange flag is displayed on the Race Committee signal boat and an orange mark.
- 9.2 RRS A4.2 is changed so that a boat not starting within 10 minutes after the Starting Signal will be scored DNS without a hearing.
- 9.3 The class flag to be used for the Warning Signal will be the Star Class Flag.

## **10. RECALLS**

- 10.1 The recall number for a boat shall be her sail number. The RC will attempt verbal hails, but failure to hear a verbal hail shall not be grounds for redress.
- 10.2 A Race Committee boat displaying Code flag "G" may pass to windward of the fleet in the event of abandonment, postponement or general recall which means: "The Race Committee has signaled abandonment, postponement or general recall. Boats are to return to the starting area immediately."

## **11. CHANGE OF POSITION OF THE NEXT MARK**

To change the position of the next mark, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **12. THE FINISH**

- 12.1 The finishing line will be between the staff from which an orange flag is displayed on a Race Committee boat and a nearby mark.

## **13. TIME LIMIT**

- 13.1 The time limit will be as described in STCR 34.3.7 Format C.
- 13.2 RRS 35 is changed to provide that boats finishing more than 30 minutes after the first boat to finish will be scored "time limit expired" (TLE) and will be scored two points more than the number of finishers. However, no boat will receive a score worse the number of points awarded a DNF.

## **14. PROTESTS**

- 14.1 Protest forms will be available at the protest desk located at the Gibson Island Boat Works. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 14.2 The protest time limit is 60 minutes after the Race Committee signal boat docks. The Race Committee will post the protest time limit. This changes RRS 61.3.
- 14.3 The Race Committee will post a list of boats with assigned starting or finishing penalties no later than the protest time limit.
- 14.4 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 14.5 As soon as practicable after the protest time limit, the Protest Committee will post a notice to inform competitors of the schedule of hearings in which they are parties or named as witnesses. Hearings will be held at the Gibson Island Boat Works.
- 14.6 On the last day of racing, requests for redress and requests to re-open a hearing must be

lodged within 30 minutes of the time results have been posted or the time limit for filing protests, whichever is later. This changes the time limits in RRS 62.2, the US Sailing prescription to RRS 62.2 and RRS 66.

**15. LIABILITY AND SAFETY**

- 15.1 The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.
- 15.2 Competitors leaving the race course before the end of a race shall inform the Race Committee as soon as possible. Competitors not leaving the dock on a race day shall inform the Race Committee through the Harbor Master's office 410-255-7632.

**16. TEAM AND PRIVATE SUPPORT BOATS**

- 16.1 Team and Private Support Boats shall not be in the racing area or interfere with boats while racing. Should there be a postponement or abandonment, team and private support boats may re-enter the racing area and resume communications until the next Warning Signal is given.
- 16.2 The penalty for breaking this requirement may be disqualification of all boats associated with the team or private support boat.

**17. BOAT STORAGE, LAUNCHING AND HAUL OUT**

All boats must be kept at Gibson Island Lighthouse pier area commencing on Saturday, July 22nd at 0900 hours until the end. Call Gibson Island Harbor Master's office to coordinate boat storage if arriving before Friday July 15th, 410-255-7632.

**18. RADIO COMMUNICATION**

A boat shall neither make nor receive radio transmissions (including cellular telephone) while racing, except to notify the Race Committee if you are leaving the course for any reason. The Race Committee will monitor VHF Channel 78A. Boats may also contact the Race Committee at PRO Cell, 410.340.9646, or Harbor Master 410.255.7632.

**19. PRIZES**

- 19.1 Prizes will be awarded to the skipper and crew, as follows: Miller Series – 1st, 2nd & 3rd.
- 19.2 Other prizes and awards may be presented at the Awards Ceremony.

**20. DISCLAIMER OF LIABILITY**

Participants agree that no person or organization involved in the conduct of this race will be liable for any accident, injury, fatality, or damage or loss of boat or personal property arising out of a participant's preparation for or participation in any on-the-water or on-shore activities (whether social, recreational, launching, hauling, boat storage or otherwise) associated with the race. Nothing in these Sailing Instructions or oral statements by the Organizing Authority, their officers, directors or agents, shall modify or otherwise impair the effect of the Waiver of Liability Form, the execution of which is a condition of entry.