



# SBYC CATAMARN SAILING INSTRUCTIONS

## 2018

### 1. RULES

- 1.1 The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing that are current.
- 1.2 The USSA Prescriptions shall apply.
- 1.3 If there is a conflict between languages the English text will prevail.

### 2. NOTICES TO COMPETITORS & SKIPPERS MEETING (S)

- 2.1 Notices or postings shall be on the SBYC senior sailing bulletin board on the main club house porch – Catamaran Section, or on Regatta Network on line. All notices shall be posted no later than 60 minutes prior to Harbor Gun.
- 2.2 There will be a skippers meeting before harbor gun is sound as described in the Notice of Race. **The skippers meeting shall be held on Sunfish beach (most northern beach of the club)** unless otherwise posted.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before **one hour prior to the scheduled first flag** on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed **on the main clubhouse flag staff**.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than **45** minutes' in race signal AP.

### 5. SCHEDULE OF RACES

- 5.1 Dates of Racing – are posted in the notice of race.
- 5.2 There will be no predetermined number of races per day
- 5.3 There will be no predetermined number of races for this series. See instruction 17.2 and 17.3 for further clarifications.
- 5.4 When more than one race of sequence or races, for two or more classes will be held on the same day, the warning signal for each succeeding race shall be made with or after the starting signal of the preceding class. **If an AP is used for the signaling of the next warning signal "1 minute" is replaced with as soon as possible.**
- 5.5 To alert boats that a race or sequence of races will begin soon, the orange starting line flag may be displayed with several sounds at least one minute before a warning signal is made

### 6. CLASS FLAGS

- 6.1 Class flags will be replaced by colored pennants and serve as the class flag warning signal as defined in RRS 26. Alternative class flags will be announced at the skippers meeting and posted on the official notice board.
- 6.2 Order of the start shall be announced at the skippers meeting.



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### 7. THE RACING AREA

- 7.1** The waters of the Great Egg Bay to the West of SBYC unless otherwise posted or announced at the skippers meeting.

### 8. THE COURSES

- 8.1** A windward – leeward course with a start-finish line interposed between the windward and leeward mark shall be used.

**8.1.1** Any change to the course shall be **announced at the skippers meeting**

**8.1.2** Competitors shall start, then complete two windward and two leeward mark roundings before finishing up wind, unless otherwise announced from the Race Committee boat prior to the subsequent warning signal or at the skippers meeting.

**8.2** No later than the preparatory signal the race committee signal boat may display the approximate compass bearing from the start line to the weather mark.

**8.3** Gate rounding – no gate shall be used unless **announced at the skippers meeting.**

**8.4** All marks shall be left to port, except gates.

### 9. MARKS

**9.1** Marks size and color shall be **announced at the skipper's meeting.**

**9.2** Change marks shall not be used.

**9.3** The start and finish line shall be between an orange flag on a staff on the starboard end of the line on the race committee vessel, or an orange shape located on the port side of the race committee vessel, AND a round orange shape located on the port side of the line. Changes to the starting and finishing marks shall be **announced at the skipper's meeting.**

**9.4** No change of course - race committee boat shall be used. Section 12 shall not be applicable.

**9.5** Offset mark will be **not be used unless announced at the skippers meeting.**

### 10. AREAS THAT ARE OBSTRUCTIONS

**10.1** Start line obstruction: The start line shall rank as an obstruction for classes previously started while other classes are starting and in sequence until after the last class has successfully started.

**10.2** Finish Line Obstruction: The finish line shall rank as an obstruction. Boats may not pass through this line unless finishing.

### 11. THE START

**11.1** Races will be started by Rule 26 with the warning signal given 5 minutes before the starting signal.

**11.1.1** Prior to the Warning Signal the RC may sound several brief sounds to draw attention to an upcoming race sequence start. This modifies Rule 26.

**11.2** The starting line will be between orange flags, shapes or buoys as described in instruction 9.3.



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- 11.3 Boats whose warning signal has not been made shall avoid the starting area.
- 11.4 A boat that did not start, is one that has not started within 10 minutes of her starting signal. This changes Rule A4.2, and modifies the definition of *start* as used in the Rules.

### 12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 Once the preparatory period has begun no changes to the course (including the start and finish line) shall be made unless the race is abandoned.

### 13. THE FINISH

- 13.1 The finishing line will be between orange flags, shapes or buoys as described in instruction 9.3.

### 14. PENALTY SYSTEM

- 14.1 Rules 44.1 and 44.2 are changed for all classes to one 360 degree turn that includes one tack and one gybe.

### 15. TIME LIMIT

- 15.1 If no boat has passed **the initial weather** mark within 30 minutes the race **may** be abandoned.
- 15.2 Boats failing to finish within 20 minutes after the first boat of its class sails the course and finishes may be scored Did Not Finish. This changes Rules 35 and A4.1.
- 15.3 FINISHING ON THE WATER: When approximately half of the boats in a race have rounded the last mark, the Race Committee may finish the balance of the boats at the last mark or on the course. The Race Committee determines the method of finishing and finish position awarded. This changes Rules 35 and A4.1.
- 15.4 RETIREMENT: A vessel that retires from a race shall notify an official Race Committee boat or support craft before leaving the race area. If that is not possible, then immediately after arriving ashore, the competitor shall notify an official regatta representative.

### 16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 16.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and protest committee and to requests for redress. This changes Rules 61.3 and 62.2.
- 16.3 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. Hearings will be held in the **SBYC Office** beginning **as soon as practical**.
- 16.4 Breaches of sections 11.3, 18, 21, and 22 of these sailing instructions will not be grounds for a protest by a boat. This changes Rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.



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- 16.5** A boat protesting another boat shall follow RRS 61.1(a) with the following modification: The ISAF requirement for under 6 meter boats applies to all Catamaran Classes. This changes rule 61.1 (a) (2).

### **17. SCORING**

- 17.1** The Low Point scoring system of RRS Appendix A will apply.
- 17.2** One (1) race is required to be completed to constitute a series.
- 17.3** Once nine races have been completed three races may be thrown out at the end of the series as described in the Sailing Instructions.

### **18. SAFETY REGULATIONS**

- 18.1** A boat that retires from a race shall notify the race committee as soon as possible.
- 18.2** Prior to starting the first race of the day in which it intends to compete, each boat shall pass by the stern of the race committee signal boat, leaving the race committee signal boat to the starboard side, hail its sail number and receive an acknowledgement from the Race Committee. Boats that fail to comply shall be scored Did Not Start (DNS). This changes rule A4.1.
- 18.3** It is the sole responsibility of each boat to decide whether or not to start or to continue to race. The Race Committee attempts to account for all boats in the starting area. A boat must notify the Race Committee or SBYC management if it withdraws from a race or departs early from the racing area. The Race Committee monitors channel 69.

### **19. REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1** Substitution of competitors will not be allowed during a race.
- 19.2** Substitution of sails will not be allowed during a race.

### **20. EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1** A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

### **21. TRASH DISPOSAL**

- 21.1** Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats.

### **22. RADIO COMMUNICATION**

- 22.1** A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

### **23. PRIZES**

- 23.1** Prizes shall be given as follows based on scoring as described in section 17 of these sailing instructions, and section 5 of the notice of race:
- 23.1.1** Season series – first, second, and third place
  - 23.1.2** July 4<sup>th</sup> series – first second and third place.



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**23.1.3** Labor Day series – first, second, and third place.

**23.1.4** Golden Crown Cup – shall be awarded based on criteria stipulated in the skippers meeting.

**23.2** Prizes shall be awarded at the SBYC annual trophy and awards ceremony

**23.3** Prizes shall only be awarded to vessels where either the crew or skipper is an active SBYC members

### **24. DISCLAIMER OF LIABILITY**

**24.1** Competitors participate in the series entirely at their own risk, See Rule 4 of the RRS, Decision to Race. The organizing authority (including but not limited to Spray Beach Yacht Club, the organizers of this regatta, and the volunteers, agents, representatives, and employees of Spray Beach Yacht Club, or any sponsors of this regatta) will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta, however caused, arising out of or in conjunction with participation in the regatta, notwithstanding that same may have been caused, or contributed to by the negligence of staff, volunteers, agents, representatives, and organizers of the regatta. By participating in this regatta participants individually each agree that this disclaimer of liability shall apply to the individual participants, their heirs, executors and assignees. SAILING AND RACING IS A DANGEROUS SPORT – THE ULTIMATE DECISION TO PARTICIPATE RESIDES WITH THE PARTICIPANTS, NOT THE ORGANIZERS, VOLUNTERES, OR AGENTS OF THE EVENT.

### **25. INSURANCE**

**25.1** Each participation boat shall be insured with valid third-party liability insurance with a minimum cover of \$100,000 per event or the equivalent.

### **26. SPECIAL NOTES**

**26.1** Race committee support boats shall rank as obstructions.

**26.2** On the water, the race committee may answer questions.

**26.3** Any boat receiving 'hands on' assistance from rescue/mark boats will be scored Did Not Finish. The race committee may decide when a boat or crew needs assistance.

**26.4** SPORTSMANSHIP: The race committee may request redress for competitors who exhibit extraordinary sportsmanship.

### **GENERAL**

If wind, wave, or water conditions make you doubtful of your ability to handle the conditions, please retire from the race.

### **ELECTRICAL POWER LINES – AVOID!!!**

Before raising the mast, and always while sailing, check for and avoid low overhead electrical power lines. If you see a power line, **AVOID IT! A MAST COMING IN CONTACT OR EVEN NEAR AN**



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**ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH TO PEOPLE ON OR TOUCHING THE BOAT!**