



**77th Annual J. Rulon Miller Series
July 9-10, 2011
Hosted by the Chesapeake Bay Star Fleet
&
Gibson Island Yacht Squadron**

SAILING INSTRUCTIONS

1 Rules:

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012 (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.

2 Notices to Competitors: Notices to competitors will be posted on the official notice board located at the Gibson Island Lighthouse.

3 Changes in the Sailing Instructions:

Changes in the Sailing Instructions will be posted before 0900 hours 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 Lighthouse Pier launch facilities.

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 Five races are scheduled.

Schedule of Races;

Sat.

0800 Registration opens
0900 Skippers Meeting by hoist
0930 Tow to racing area
1100 First race
Subsequent races to follow

Sun.

0930 tow to racing area
1100 1st race of the day

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 3 races per day.

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

5.4 No warning signal will be made after 1400 on Sunday.

6 Racing Area:

The racing area will be in the Chesapeake Bay just north of the Magothy River and east of Gibson Island . The Alternate Race area is the Magothy River.



7 Course:

- 7.1 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.
- 7.2 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.
- 7.3 RRS 32 is changed to provide that courses will not be shortened.
- 7.4 RRS 33b is changed to provide that the lengths of legs will not be shortened.

8 Marks:

- 8.1 Except as provided for in SI 8.2, 8.3, 8.4, and 13.1 marks will be Orange..
- 8.2 A new mark, when used in accordance with Sailing Instruction 12, will be a red tetrahedron. If a new mark is subsequently changed, it will be replaced with the original orange mark
- 8.3 For Courses "3" and "4", Mark 2 will be an orange ball.

9 Check In:

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

10 The Start:

- 10.1 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.
- 10.2 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.
- 10.3 The class flag to be used for the Warning Signal will be the Star Class Flag.

11 Recalls:

- 11.1 The recall number for a boat shall be her sail number.
- 11.2 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."
- 11.3 A Race Committee boat displaying Code flag "X" positioned near Mark 1 will attempt to notify premature starters.

12 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.

13 The Finish:

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

14 Time Limit:

- 14.1 The time limit will be as described in STCR 34.3.7 Format C.
- 14.2 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 than the number of points awarded a DNF.

15 Protests:

- 15.1 Protest forms are available at the Gibson Island Lighthouse and shall be delivered to the Race Committee within the protest time limit.



15.2 Protests must be delivered within one hour of the Race Committee signal boat docking time. Protest Time will be posted on the Notice Board.

15.3 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 boathouse beginning at 1730. 16.6 RRS 62.2 and 66 are changed to provide that, on the last day of racing, requests for redress and requests to re-open a hearing must be lodged within 1/2 hour of the time final results have been posted.

16 Scoring:

16.1 The Low Point scoring system, RRS Appendix A, will apply; modified so that each boat's series score will be the total of her race scores with the worst score discarded if more than 4 races are completed. Five races are scheduled, of which 1 race shall be completed to constitute a series.

16.2 There will be a Master's Division for skippers aged 50 years and over by the start of the first race. Entrants in this division will be competing for both the Masters' and the overall Championship.

17 Liability and Safety:

17.1 The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.

17.2 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.

18 Team and Private Support Boats:

18.1 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.

18.2 The penalty for breaking this requirement may be disqualification of all boats associated with the team or private support boat.

19 Boat Storage, Launching and Haul out:

19.1 All boats must be kept at Gibson Island Lighthouse pier area commencing on Saturday July 8th at 0900 hours until the end. Call Gibson Island Harbor Master's office to coordinate boat storage if arriving before Friday July 9th, 410-255-7632.

20 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, PRO Cell 410.952.5552 or Harbor Master 410.255.7632.

21 Prizes:

21.1 Perpetual Trophies will be awarded in accordance with STCR 24.

21.2 Prizes will be awarded to the skipper and crew, as follows:

Miller Series – 1st, 2nd & 3rd.

Masters Skipper – 1st

Novice Skipper – 1st

Old Boat – 1st

22 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.



Course "3"

- Start
- 1
- 2
- 3 (or gate 3A-3B)
- 1
- 2
- 3 (or gate 3A-3B)
- Finish (upwind)



Course "4"

- Start
- 1
- 2
- 3 (or gate 3A - 3B)
- 1
- 2
- Finish (downwind)

