



2018 Carolina Ocean Challenge Regatta

October 6-7, 2018

Hilton Head Island, South Carolina

South Carolina Yacht Club is the Organizing Authority

SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing for 2017-2020*.

1.2 Rule 44.1 is changed for the Harbor 20 class and the Flying Scot class so that the Two-Turns Penalty is replaced by the One-Turn Penalty except for breaches of rules in Part 2 in the zone at a mark. For breaches of rules in Part 2 in the zone at a mark, the Two-Turns Penalty shall apply.

1.3 For the PHRF classes, the scoring penalty of Rule 44.3 will be the only penalty that applies for breaches of rules in Part 2 of *The Racing Rules of Sailing*. The penalty is 20% determined as provided in Rule 44.3(c).

1.4 Rules 35, A4, A5 and A11 are changed as provided in instructions 10.7 and 13.

1.5 Monohull boats with PHRF ratings will sail in two classes, one for boats using spinnakers and a second for boats not using spinnakers. Monohull boats not using spinnakers that do not have a non-spinnaker rating will have their spinnaker rating adjusted by the Organizing Authority on the following basis: Boats with full rigs in which the head of the spinnaker may be at the same height as the head of the main will have 20 added to their spinnaker rating. Boats with fractional rigs in which the head of the spinnaker may not be at the top of the mast will have 15 added to their spinnaker rating. Boats without a current PHRF rating certificate will be assigned a rating by the Organizing Authority based upon the US Sailing PHRF Handicap Manual. Boats racing in PHRF classes should comply with the US Nearshore provisions of the US Safety Equipment Requirements published by US Sailing.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the lobby of the South Carolina Yacht Club clubhouse.

3 CHANGES TO THE SAILING INSTRUCTIONS

3.1 Any onshore change to the sailing instructions will be posted before 0800 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.

3.2 For an on-the-water change to the sailing instructions, flag L will be displayed from the race committee signal boat and the change will be announced on VHF channel 72.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the Club flagpole at the harbor side of the clubhouse.

4.2 When flag AP is displayed ashore, the warning signal will be made not less than 45 minutes after flag AP is lowered.

5 SCHEDULE

5.1 Saturday, October 6: Registration from 0930 to 1000 in the Chart Room on the second floor of the South Carolina Yacht Club clubhouse.

Competitors meeting at 1000 in the Chart Room.

The scheduled time for the warning signal for the first race for the PHRF classes is 1200. The scheduled time for the first race for the Harbor 20 and Flying Scot classes is 1215. The race committee will announce at the competitors meeting and again by VHF radio on channel 72 prior to the first warning signal the order in which classes will start the first race of the day.

5.3 Sunday, October 7: The scheduled time for the warning signal for the first race of the day for the PHRF classes is 1030. The scheduled time for the first race of the day for the Harbor 20 and Flying Scot classes is 1045. The race committee will announce by VHF radio on channel 72 the order in which classes will start the first race of the day.

No warning signal will be made after 1500 on Sunday.

6 CLASS FLAGS

6.1 The class flag for the PHRF Spinnaker class will be numeral pennant 1 (white with red circle).

6.2 The class flag for the PHRF Non-Spinnaker class will be numeral pennant 2 (blue with white circle).

6.3 The class flag for the Harbor 20 class will be the Harbor 20 logo on a white flag.

6.4 The class flag for the Flying Scot class will be numeral pennant 3 (red, white, blue).

7 RACING AREA

The racing area for all classes will be in Calibogue Sound near Windmill Harbour or, if conditions require, farther south in Calibogue Sound or in the May River.

8 COURSES

8.1 The courses to be sailed by the Harbor 20 and Flying Scot classes may be Windward/Leeward (designated by numeral 2 or 4) or Windward/Leeward/Windward (designated by numeral 3 or 5). The numeral designating the course, which indicates the number of legs to be sailed, will be displayed on a white board on the race committee signal boat and announced on VHF channel 72 no later than the warning signal. See the attached Course Diagrams.

8.2 The courses to be sailed by the PHRF Classes may be:

(A) Windward/Leeward around dropped marks (designated by numeral 2 or 4) or Windward/Leeward/Windward around dropped marks (designated by numeral 3 or 5) with the numerals indicating the number of legs to be sailed as described in the attached Course Diagrams, or

(B) one or more of the short-to-medium distance courses set forth in Attachment B to these Sailing Instructions.

The course to be sailed will be displayed on a white board on the race committee signal boat and announced on VHF Channel 72 no later than the warning signal.

9 MARKS

9.1 The starting and finishing mark for the Harbor 20 and Flying Scot classes will be a pink round buoy.

9.2 The starting and finishing mark for the PHRF classes will be an orange cylindrical buoy.

9.3 Turning marks for the Harbor 20 and Flying Scot classes will be 3-foot round yellow buoys.

9.4 Turning marks for PHRF classes if they are sailing dropped mark courses, will be 3-foot round orange buoys.

9.5 Turning marks for the PHRF Classes if they are sailing short-to-medium distance courses will be as described in Attachment B to these Sailing Instructions.

10 THE START

10.1 Races will be started using rule 26 with the warning signal made five minutes before the starting signal. The race committee intends to make a series of short sounds before the first warning signal of a series to attract attention. The starting signal for one class may be the warning signal for the next class to start.

10.2 For the Harbor 20 and Flying Scot classes, the starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of a round mark at the port end.

10.3 For the PHRF classes, the starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of a cylindrical mark at the port end.

10.4 The race committee will attempt to hail on VHF channel 72 the sail number of each boat that was on the course side of the starting line before its starting signal.

10.5 Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.

10.7 A boat starting later than 10 minutes after its starting signal will be scored Did Not Start without a hearing. This changes rule A4.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 For the Harbor 20 class, the Flying Scot class and for PHRF classes when they are sailing courses 2, 3, 4 or 5, to change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

11.2 For PHRF classes sailing short-to-medium distances races described in Attachment B, the course configuration will not be changed but may be shortened.

12 THE FINISH

12.1 For the Harbor 20 and Flying Scot classes, and for PHRF classes when they are sailing courses 2, 3, 4 or 5, the finishing line will be between a staff displaying an orange flag on the race committee signal boat and the course side of finishing mark which may be the same as the starting mark.

12.2 For the PHRF classes sailing short-to-medium distance courses described in Attachment B, if the course has not been shortened the finishing line will be the same as the starting line, with the buoy to be left to starboard.

12.3 In the interest of starting another race in a timely fashion, the race committee may assign a finish position to the last finishers in a class provided the positions can be determined in a reasonable manner.

13 TIME LIMITS

13.1 The time limit for the first Harbor 20 or Flying Scot class boat to finish a race will be 75 minutes. Boats still racing 20 minutes after the first boat in its class sails the course and finishes and does not thereafter retire will be scored Time Limit Expired (TLE) without a hearing. This changes rules 35, A4, A5 and A11.

13.2 PHRF boats still racing 30 minutes plus the boat's time allowance after the first boat in their spinnaker or non-spinnaker class (as the case may be) sails the proper course and finishes, and does not thereafter retire, will be scored Time Limit Expired (TLE) without a hearing. This changes rules 35, A4, A5 and A11.

14 PENALTY SYSTEM, PROTESTS AND REQUESTS FOR REDRESS

14.1 For the PHRF classes, the scoring penalty in Rule 44.3 will apply for breaches of rules in Part 2 of *The Racing Rules of Sailing*. The penalty is 20%. Boats that have taken a scoring penalty shall notify the race committee as soon as practicable after finishing.

14.2 A boat intending to protest shall comply with rule 61 and additionally shall notify the race committee as soon as practicable after finishing, providing its sail number and the sail number of the protested boat(s).

14.3 Protest forms are available at the front desk in the clubhouse. Written protest forms and requests for redress shall be delivered there within the time limit specified.

14.4 The protest time limit and the time limit for requests for redress not based on a protest committee decision is 45 minutes after the race committee signal boat docks. The protest time limit, a list of protests and requests for redress received and notices of protests or requests for redress by the race committee will be posted on the official

notice board. Hearings will be held as soon as possible after racing each day in the Board Room on the second floor of the clubhouse.

14.5 A request for redress or reopening based on a protest committee decision shall be made no later than 30 minutes after the requesting party was informed of the decision. This changes rule 66.

15 SCORING

15.1 The race committee will attempt to complete as many races as practicable in the prevailing conditions. One race is required to be completed to constitute a series.

15.2 The Low Point Scoring System of Appendix A will apply except that when fewer than five races have been completed, a boat's series score will be the total of her race scores. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

15.3 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points by the race committee without a hearing. The total shall not exceed the total number of boats entered in the class.

16 SAFETY REGULATIONS

16.1 Prior to the first starting sequence each day, each boat shall come within hail of the race committee signal boat, preferably on starboard tack, and hail its sail number. The race committee will acknowledge check-in by repeating the sail number.

16.2 A boat that retires from a race or leaves the racing area between races shall notify the race committee as soon as possible on VHF channel 72.

16.3 All boats shall keep clear of commercial vessels that are restricted in their ability to maneuver, including tugs with or without barges, ferries and cruise ships. Only the race committee may protest breaches of this rule.

17 PROPULSION

A boat that runs aground, or in low wind velocity conditions is unable to avoid an oncoming commercial vessel, may use its engine to get clear provided the boat does not gain a significant advantage in the race or make forward movement on the course by doing so. A boat that uses its engine in accordance with this exception to rule 42 shall complete a One-Turn penalty after shutting off its engine.

18 RADIO COMMUNICATIONS

18.1 The race committee will monitor VHF channel 72. Communications by the race committee to competitors by VHF radio that are not heard shall not be grounds for redress.

18.2 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications that are not available to all boats. This restriction also applies to mobile telephones and computer applications.

19 PRIZES

Prizes for all classes will be presented as soon as practicable after the completion of racing and any protest hearings on Sunday, October 7, on the South Carolina Yacht Club deck near the Club flag pole.

20 **DISCLAIMER OF LIABILITY**

Competitors participate in this regatta entirely at their own risk. See rule 4, Decision to Race. Competitors acknowledge that sailing involves potential risks. As a condition of their participation in this regatta, competitors release all claims they may have against South Carolina Yacht Club and its officers, directors, members and committees for damage to property, personal injury or death sustained in conjunction with or prior to, during or after the regatta. Competitors shall be responsible for damage or injury caused by their breach of *The Racing Rules of Sailing* or applicable governmental rules for the avoidance of collision.

RACE COMMITTEE

Wayne Bretsch, Principal Race Officer
Gretchen Bretsch
John Coker
Bob Cunningham
Jean Eisele
Tom Eisele
James Irwin
Carol Keenan
Huntley Tarleton
Bill Tyler
Jacqueline Tyler

SOUTH CAROLINA YACHT CLUB

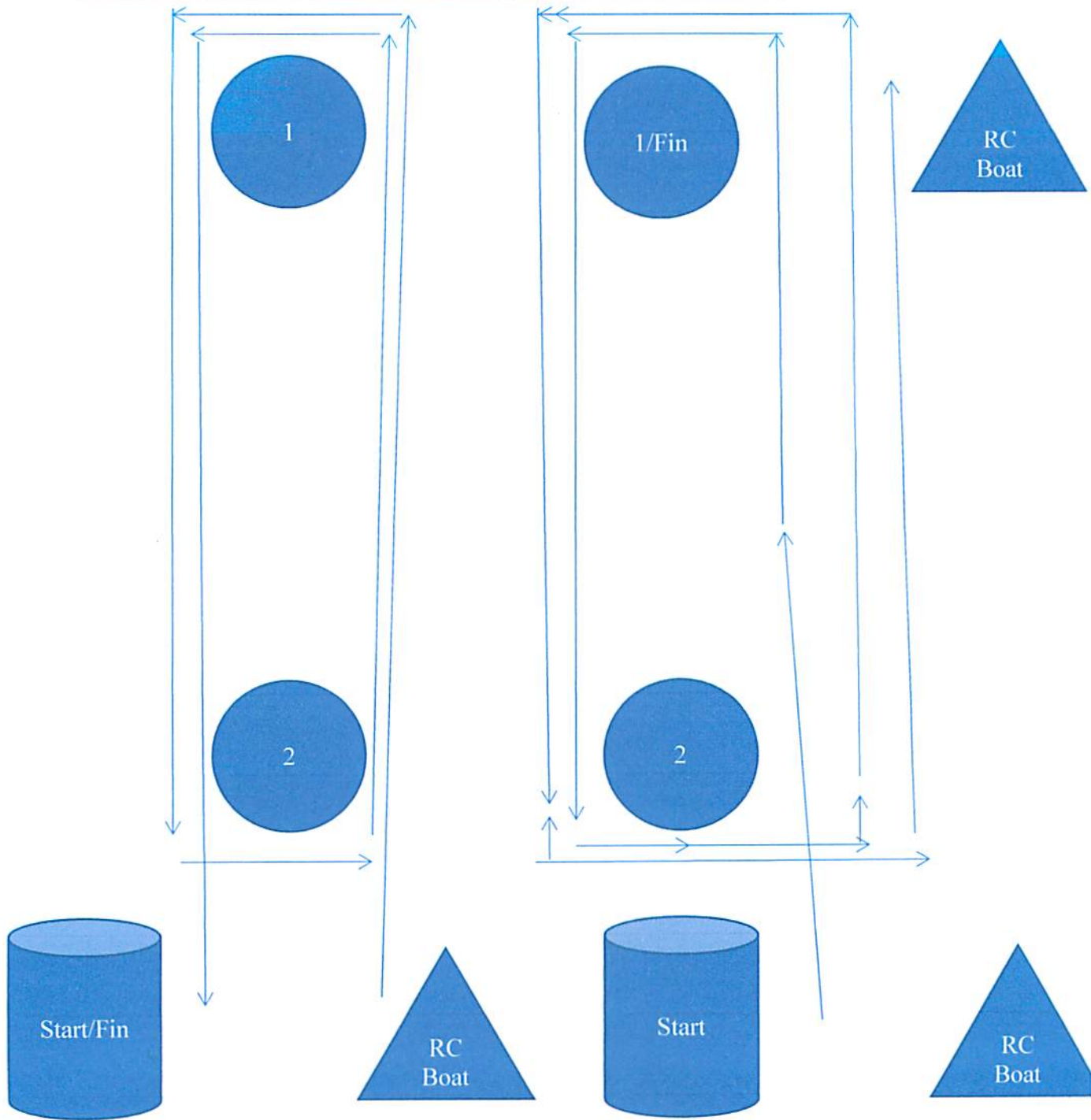
Mark Newman, Yachting Director
mnewman@scyachtclub.com
(843) 342-2628

South Carolina Yacht Club urges all competitors to make this a clean regatta.

Remember that rule 55 of The Racing Rules of Sailing provides that a competitor shall not intentionally put trash in the water.

Please recycle or reuse plastics, cans, paper and cardboard.

ATTACHMENT A: DROPPED MARK COURSE DIAGRAMS



Start and Finish
Course 2: Start, 1, Finish
Course 4: Start, 1, 2, 1, Finish

Start
Course 3: Start, 1, 2, Finish at 1
Course 5: Start, 1, 2, 1, 2, Finish

ATTACHMENT B: PHRF SHORT-TO-MEDIUM DISTANCE COURSES

Course M1—May River (longer)

From the start, leave marker “R28” to starboard, leave marker “R2” at the entrance to the May River to starboard, round a temporary inflatable mark to be located approximately 200 feet northeast of marker “G5” in the May River (approximate location 32°12.66 N, 80°49.85W) leaving the mark to port, leave marker “R2” at the May River entrance to port, leave marker “R28” to port and finish at the starting area. Length from mid-channel offshore Windmill Harbour entrance: 7.3 NM.

Course M2—May River (shorter)

From the start, leave marker “R28” to starboard, leave marker “R2” at the entrance to the May River to starboard, round a temporary inflatable mark to be located approximately 200 feet southwest of marker “R4” in the May River (approximate location 32°11.93 N, 80°48.23 W) leaving the mark to port, leave marker “R2” at the May River entrance to port, leave marker “R28” to port and finish at the starting area. Length from mid-channel offshore Windmill Harbour entrance: 4.1 NM.

Course CL—Calibogue (longer)

From the start, round a temporary inflatable mark to be located approximately 300 feet east of marker “G7” near Daufuskie Island beyond Braddock Point (approximate location 32°06.55N, 80°50.25 W) leaving the mark to port and finish at the starting area. Length from mid-channel offshore Windmill Harbour entrance: 14.3 NM

Course CHT—Harbour Town

From the start, round a temporary inflatable mark to be located approximately 300 feet west of the private marker “G1” at the north side of the entrance channel to Harbour Town harbor (approximate location 32°08.32 N, 80°49.06 W) leaving the mark to port and finish at the starting area. Length from mid-channel offshore Windmill Harbour entrance: 10.1 NM

Course CBI—Buck Island

From the start, round a temporary inflatable mark to be located approximately 300 feet northwest of the first large jetty on Buck Island (approximate location 32°09.80 N, 80°48.15 W) leaving the mark to port and finish at the starting area. Length from mid-channel offshore Windmill Harbour entrance: 6.7 NM

NOTE; PHRF Classes may also sail courses 2, 3, 4 or 5. See Sailing Instruction 8.2 and the attached Course Descriptions.