

Pensacola Bay General Sailing Instructions

Approved by Pensacola Bay Yacht Club Fleet Captains

Approved for 2019

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing.
- 1.2 The organizing authority (OA) will be the host club and managed by its Race Committee (RC).

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board of the host club and/or their websites.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes in these Sailing Instructions (SI's) will be posted on the club's official notice board or online no later than 1800 on the day before it will take effect if it is a change of schedule or by 0900 on race day for other changes.
- 3.2 Changes to the SI's may be made orally on the water before a boat's warning signal. The procedure is for the RC to display flag "L," to state the change on the race's designated VHF channel and, via VHF, poll all affected competitors to verify the competitor heard and understood the change. Direct verbal communication between the RC and competitors may be substituted for radio communications.

4 SIGNALS MADE ASHORE

When Flag AP is displayed ashore, '1 minute' is replaced with "not less than 30 minutes." This changes RRS Race Signals.

5 SCHEDULE OF RACE

- 5.1 Supplemental SI's with a schedule of races will be provided by the host club by 1800 on the day preceding the first race.

6 CLASS FLAGS

Class flags are as follows:

Class Color

A Pink

B Light Blue

C Purple

D Dark Green

E Light Green

7 RACING AREA

The racing area is shown in Appendix B. Refer to NOAA Nautical Chart 11378 for details.

8 THE COURSES

- 8.1 Courses will be described in supplemental SI's and/or displayed from the RC Signal Vessel using descriptions provide in this section. The course to be sailed may also be described in the NOR.
- 8.2 Pass course marks in the order listed.
- 8.3 The subscript P (port) or S (starboard), when displayed after a mark, indicates the side of the boat on which the mark is to be left as it is passed. Shoal Marks that are described in SI 8.1 shall be passed as required in SI 8.2.
- 8.4 When Fixed or Government Marks are used, they may be indicated by capital letters matching the accompanying lettered chart of the bay (Appendices B & C) or by the appropriate government mark number.
- 8.5 One or more of the following letters (L, LA, W, WA, TL, or TW) may be displayed from the RC Signal Vessel to indicate the type of course to be sailed. The number of laps to be sailed prior to finishing may be varied (2,3,4, etc) and will be listed following the course designation. The marks are to be rounded to port unless indicated otherwise.
L- Windward/Leeward -Leeward Finish
LA- Windward/Leeward with Offset Mark-Leeward Finish

W- Windward/Leeward-Windward Finish
WA- Windward/Leeward with Offset Mark-Windward Finish
TL – Triangle, Leeward Finish
TW – Triangle, Windward Finish

8.6 An approximate compass heading displayed as the first mark of a course means: 'A Dropped Mark is the first mark of the course and it is to be left to Port unless S (Starboard) is given.'

8.7 When a course listed in 8.5 is using government marks, the letter indicating that course will be shown to the left of the course listed. All marks are to be passed on the side indicated for the first mark of the 8.5 type courses.

8.8 When dropped marks are used for courses described in 8.5, marks are to be rounded to port unless indicated otherwise. The leeward mark for all T and W/L type courses may be the mark at the port end of the starting line.

9 MARKS

9.1 FOR DROPPED MARK COURSES:

9.1.1 Course marks will be inflatable orange tetrahedrons.

9.1.2 New marks, as provided in SI 11, are inflatable yellow tetrahedrons.

9.1.3 Start and Finish marks will be RC vessels displaying orange flags. If two RC vessels are not used, one mark will be a dropped mark.

9.2 FOR GOVERNMENT MARK COURSES:

9.2.1 Course marks will be found in Appendix B

9.2.2 Start and Finish marks will be RC vessels displaying orange flags. If two RC vessels are not used, one mark will be a dropped mark or a designated nearby government mark.

10 AREAS THAT ARE OBSTRUCTIONS

Areas that are obstructions are listed in Appendix B.

11 THE START

11.1 The starting line will be between a staff displaying an orange flag on the RC Signal Vessel and a staff displaying an orange flag on the RC pin vessel or the course side of the nearby starting mark.

11.2 Boats whose warning signal has not been made shall keep clear of the starting area and of all boats racing.

11.3 Prior to the warning signal, for the first race of the day, each boat shall pass astern of the RC Signal Vessel on starboard displaying, or hailing her sail numbers, with all crew members on deck wearing their life jackets, and receiving an acknowledgment from the RC.

11.4 A buoy may be tethered to the stern of the RC vessel to act as a 'stand off mark'. Any boat touching this buoy will have broken RRS 31 and shall act in accordance with RRS 44.1.

11.5 The RC may attempt to notify boats that are prematurely on the course side by hail via a loudspeaker and/or broadcast on the designated VHF channel. Failure to hail or broadcast or failure of a boat to hear such hails shall not be grounds for redress. This changes RRS 29.1 and 62.1 (a).

11 CHANGING THE NEXT LEG OF THE COURSE

11.1 FOR DROPPED MARK COURSES:

11.1.1 To change the next leg of the course, the RC will lay a new dropped mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new dropped mark is replaced, it will be replaced by an original dropped mark.

11.2 FOR GOVERNMENT MARK COURSES:

11.2.1 The new Fixed Mark, and direction of passing, is designated as well as subsequent marks as defined in RRS 33.

12 THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the RC Signal Vessel and a staff displaying an orange flag on the RC pin vessel or the course side of the nearby finishing mark.

13 PENALTY SYSTEM

Competitors taking a Two-Turn Penalty shall give notice to the RC finish line vessel immediately upon finishing that they took a Two-Turn Penalty per RRS. Other information should also be given to fully identify the incident (leg of course, boat protesting, etc) in case a Protest is lodged.

14 TIME LIMITS

Time limits will be defined in supplemental SI's.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 A protesting boat shall also give oral notice of intent to protest to the RC finish line vessel immediately upon finishing; or if she does not finish, at the first reasonable opportunity; and shall provide at that time the sail number or name of the protested boat. This changes RRS 61.1 (a).

15.2 Protests shall be written on US SAILING Protest Forms available from, and to be delivered to, the RC.

15.3 Protests by a boat about an incident that occurred in the racing area shall be delivered to the RC within one hour of the RC docking. The time of the RC docking will be indicated by one sound signal. This changes RRS 61.3. Docking time will be posted on the official notice board.

15.4 The time and place of protest hearings and the approximate order in which protests will be heard will be posted on the official notice board as soon as possible after the race committee boat has docked which may be after the end of protest time limit. Parties to the protest and witnesses shall remain available at the host club.

15.5 A competitor may be a member of a Protest Committee if all *parties* to the hearing agree that member is not an "*interested party*". This clarifies RRS 63.4.

16 SCORING

16.1 The low-point scoring system of RRS Appendix A shall be used except there will be no discarded races. This changes RRS A2.

16.2 Section A3 of the RRS is changed as follows:

a) Corrected finish times calculated using handicaps, or ratings, will be rounded to the nearest whole second.

b) When there is a tie at the finish of a race on computer-calculated corrected times, manually calculated times shall be used. When a tie remains, the points for the place for which the boats have tied will be assigned as provided in the RRS.

17 SAFETY AND SPECIAL REGULATIONS

17.1 Boats shall monitor the designated VHF channel while racing. The RC recommends boats begin monitoring the designated VHF channel at least 30 minutes before the scheduled start of the first race.

17.2 It shall be the sole responsibility of the skipper and crew to determine when personal floatation devices will be worn except during check-in (see SI 11.3). Neither the host club nor the RC assumes this responsibility.

17.3 A boat retiring from the race shall notify the RC before leaving the course or, if that is not possible, notify the host yacht club immediately upon arriving ashore.

17.4 Boats shall not discard trash into the water. Boats observed discarding trash into the water are subject to protest by another competitor, the RC, or the Judges.

18 REPLACEMENT OF CREW OR EQUIPMENT

18.1 Substitution of competitors will not be allowed without prior written approval of the RC.

18.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the RC. Requests for substitution shall be made to the RC at the first reasonable opportunity.

19 RADIO COMMUNICATIONS

19.1 The designated RC VHF channel will be 72. Supplemental SI's may identify a different VHF channel the host club will use.

19.2 RC broadcasts concerning its intentions; the course to be sailed, starting times, course changes, etc. are a courtesy only. Failure of the RC to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 62.1(a).

20 PRIZES

Prizes will be defined in supplemental SI's.

21 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

22 INSURANCE

Each participating boat shall be insured with a valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

Appendix B: Refer to NOAA Nautical Chart #11378 for details



