



2020 WILD OYSTER REGATTA CAROLINA YACHT CLUB SAILING INSTRUCTIONS

October 16 – 18, 2020

1. RULES

- 1.1 **All registrants will be required to comply with Carolina Yacht Club COVID protocol & policy including masks, social distancing, and daily temperature checks upon arrival.**
- 1.2 The regatta will be governed by *The Racing Rules of Sailing 2017-2020* (RRS).
- 1.3 Article VIII, 4 of the ILCA Rules will be in effect. Sail numbers on main sails and spinnakers must be the same.
- 1.4 US Sailing Appendix V is in effect.
- 1.5 Competitors are reminded they shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) when meeting vessels that are not racing.
- 1.6 The USS prescriptions to rules 63.2 and 63.4 are deleted.

2. NOTICES TO COMPETITORS – Notices to competitors will be posted on the **online** Official Notice Board - https://www.regattanetwork.com/event/21353#_newsroom

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted not less than one hour prior to the warning signal of the first race in which the change will take place.
- 3.2 Any changes to the schedule of races will be posted no later than 2000 hours on the day before the change takes place.
- 3.3 Oral changes to the Sailing Instructions may be given on the water by hail from the Signal Boat under code flag “L” in accordance with RRS 90.2(c).

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at the Carolina Yacht Club.
- 4.2 When code flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 45 minutes” in the RRS Race Signal “AP”.

5. SCHEDULE

Fri, Oct 16th

1:30 – 5:00pm Lightning Lab

Sat, Oct 17th

9:00 – 10:00 am Complimentary Continental Breakfast

9:30 – 10:30 am Pick Up Lunches

10:00 am Skippers’ meeting at CYC Boathouse (masks & social distancing required).

11:30 am 1st Warning signal race 1. Subsequent races to follow.

Sun, Oct 18th

8:30 – 10:00 am Complimentary Continental Breakfast

9:00 – 10:00 am Pick Up Lunches

10:30 am Warning signal; subsequent races to follow (no start after 3:30 pm)
Awards to follow conclusion of racing

6. CLASS FLAGS – Class flag will be the Lightning Class Flag.

7. RACING AREA – Ashley & Cooper Rivers in the Charleston Harbor.

8. COURSES

- 8.1 The diagrams show the courses, approximate angle between legs, the order in which marks are rounded,

and the side on which each mark is to be passed.

- 8.2** The course to be sailed will be designated by international code numeral flags or posted on a board hanging from the signal boat.
- 8.3** If the offset mark (O) is missing, boats should sail to the leeward mark (2a or 2b) after rounding mark 1.
- 8.4** In the event a change mark is used there will be no offset.
- 8.5** The course diagram shows a gate which will be used when conditions permit. If conditions are such that a gate is deemed impractical, only one leeward mark will be used, and it shall be rounded to port.

9. MARKS

Course Marks [1, 2a, 2b]	Orange Tetrahedrons
Offset Mark [O]	White Ball
Change Mark	Green Tetrahedron
Starting Mark	Orange Flag or White Ball
Finish Mark	Orange Flag or White Ball

10. THE START

- 10.1** Races will be started using RRS 26.
- 10.2** The starting line will be between two orange flags displayed on the Signal Boat and a starting boat or an orange flag and a white ball.
- 10.3** A boat starting later than four minutes after her starting signal will be scored Did Not Start (DNS) for that race.

11. THE FINISH

- 11.1** The finishing line will be between two orange flags displayed on the Signal Boat and a finishing boat or an orange flag and a white ball.

12. PENALTY SYSTEM

- 12.1** Appendix V is in effect.
- 12.2** When an infringing boat has its spinnaker drawing at the time of the infringement, and she is within the zone, she shall lower her spinnaker, head of the sail below the boom gooseneck, complete a one-turn penalty, reset her spinnaker, and have it drawing after the penalty. This alters RRS 44.2.
- 12.3** RRS 44.3 will not be in effect.
- 12.4** PROPULSION RRS 42.3(c) is modified so that, on a free leg of the course, when surfing or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy controlling any sail, once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used.

13. TIME LIMITS

- 13.1** The time limit for the first boat to finish is 90 minutes. Failure to finish within 25 minutes after the first boat sails the course and finished will be scored Time Limit Expired (TLE). TLE is added to RRS A11.

13.2 Races not started by 1530 Sunday shall be abandoned, the regatta terminated, and scored on the basis of the race(s) sailed.

13.3 A race will be deemed to have started by the deadline if the original warning signal is within the deadline, regardless of subsequent recalls.

14. PROTESTS AND REQUESTS FOR REDRESS

14.1 Protest forms will be available online. Protests shall be delivered there within the protest time limit. All protest forms should be emailed to sailingdirector@carolinayachtclubsc.org

14.2 The protest time limit is 30 minutes after the Signal Boat has docked for the day and sounded a horn.

14.3 For protests being filed by the Race Committee and/or the Protest Committee and to meet the requirement of RRS 61.3, the boat's sail number and race number will be posted on the online Official Notice Board.

15. SCORING

15.1 The number of races sailed will be at the discretion of the Race Committee. One race constitutes a regatta.

15.2 If less than five races are completed, each boat's total score will be the sum of her scores. If five or more races are completed, a boat's score will be the sum of her scores, excluding her worst score. Boats that have been scored TLE will receive two more places than the last place finisher without a hearing. This changes RRS A4.2.

16. SAFETY

16.1 Each boat shall carry safety equipment conforming to government regulations, ILCA rules, and US Sailing or World Sailing rules.

16.2 Prior to the preparatory signal of the first race of each day, each boat is required to check in by sailing near the stern of the Signal Boat on starboard tack, hailing her sail number and receiving a clear signal of acknowledgement from a member of the Race Committee. Failure to check in may result in not being scored.

16.3 A boat that retires from a race shall notify the Race Committee as soon as possible.

16.4 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail their proper course or carry out their commercial functions in a normal manner.

16.5 A boat whose actions or maneuvers result in a Danger Signal (5 Horns or Sounds) from a commercial vessel may be protested only by the Race Committee. This changes RRS 60.1, 60.3.

16.6 The penalty for breaking this rule shall be disqualification from the regatta.

17. REPLACEMENT OF CREW OR EQUIPMENT

17.1 Substitution of competitors will not be allowed without prior approval of the Race Committee. The Race Committee will deny approval if, in its opinion, the substitution may result in giving the requesting boat an advantage over the other competitors.

17.2 Substitution of damaged or lost equipment will be allowed.

18. RADIO COMMUNICATIONS

18.1 The Race Committee will not respond to transmissions from competitors except to acknowledge retirement, protests, penalties reported, or requests for emergency assistance.

18.2 The Race Committee will use VHF Channel 74. Alternate channels may be used at the discretion of the Race Committee.

19. PRIZES

19.1 Trophies will be awarded to the top five skippers and crews; additional trophies may be awarded based on entries.

20. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Rule 4, decision to race. The organizing authority or the Carolina Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.