



**New Bedford Yacht Club, Host
New Bedford Yacht Club Regatta Association, Organizing Authority (OA)
July 10th and 11th, 2021
South Dartmouth, MA**

Sailing Instructions

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The event is governed by the rules as defined in the Racing Rules of Sailing.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the official notice board located under the tent on the front lawn of New Bedford Yacht Club before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1700 on the day before it will take effect.

3. SCHEDULE OF RACES

3.1. Saturday, July 10, 2021

7:30-8:45am: Registration and breakfast buffet for sailors
8:30am: Mandatory Coaches Meeting in Junior Room
9:00am: Competitors' Meeting/launching/races to follow
Box lunch on the water
4:30-6:30pm: Taco dinner buffet

3.2. Sunday, July 11, 2021

8:30am: Mandatory Coaches Meeting in Junior Room
9:00am: Competitors' Meeting/launching/races to follow
12:30pm: No warning signal after Optimist Green Fleet and O'pen Skiff
1:00pm: No warning signal after for Optimist Championship
2:00pm: No warning signal after for Club 420 and ILCA.
Pizza lunch for sailors following the races
*Optimist Green Fleet and O'pen Skiff Award Ceremony will take place at approximately 1:30pm
* Optimist Championship, 420, and ILCA Award Ceremony will take place as soon as all protests are heard and scores are final

4. COMMUNICATIONS WITH COMPETITORS

- 4.1. Notices to competitors will be posted on the official notice board located under the tent on the front lawn of New Bedford Yacht Club.

5. CODE OF CONDUCT

- 5.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed on the flagpole located in front of New Bedford Yacht Club by the water.
- 6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

7. CLASS FLAGS

- 7.1. Class flags will be the class insignia, or otherwise identified at the Competitors' Meeting.

8. RACING AREA

- 8.1 The racing area is outside the mouth of the harbor. SI addendum A shows the location of the racing area.

9. COURSES

- 9.1. The diagrams for courses are on a course card. The identifying letter for the course, the approximate compass bearing (420 Circle) and the distance to the first mark will be displayed from the Race Committee signal boat on a board before or with the warning signal.
- 9.2. If a gate mark is missing, the remaining mark is to be rounded to port.

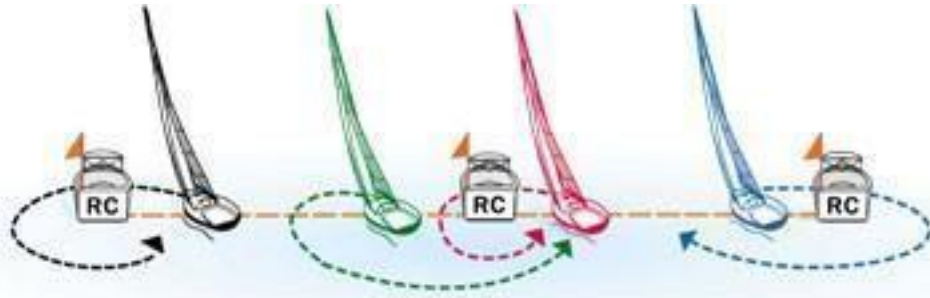
10. MARKS

- 10.1. For Optimist Green and O'pen Skiff: Marks will be orange balls.
- 10.2. For Optimist Championship: Marks will be inflatable yellow marks and/or orange balls.
- 10.3. For Club 420: Marks will be inflatable orange marks and/or orange balls.
- 10.4. For ILCA: Marks will be inflatable orange marks and/or orange balls.
- 10.5. New marks will be yellow tetrahedrons. A subsequent change will revert to the original mark description.

11. THE START

- 11.1. Club 420, Optimist Championship, and ILCA will be started using RRS 26.
- 11.2. Optimist Green and O'pen Skiff will be started using Appendix U.
- 11.3. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 11.4. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress request. This changes RRS 62.1(a).
- 11.6. A boat that does not start within five minutes after her starting signal will be scored Did Not Start "DNS" without a hearing. This changes RRS A5.1 and A5.2
- 11.7. The Club 420 and Optimist starting line may be in two or more segments and will be between the staff displaying orange flags on the Race Committee signal boat, the mid-line boat, and the port pin boat or pin mark. The Race Committee may at its discretion add another mid-line boat.

- 11.7.1. RRS 30.1 is changed as follows: If flag "I" has been displayed, and any part of a boat's hull is on the course side of the starting line or its extensions during the last minute before her starting signal, she shall thereafter either: (a) sail from the course side across an extension of the starting line beyond either the port- or starboard-end line boat to the pre-course side before starting, or (b) round the mid-line signal boat before starting, leaving it to port. (see the diagram below).



12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the position of the next mark the Race Committee will move the original mark (or the finish line) to a new position. The change will be signaled before the leading boat has begun the leg, although the mark may not be in the new position. Any marks to be rounded after rounding the moved mark may be relocated without further signaling to maintain the course configuration.

13. THE FINISH

- 13.1. The finish line is between a staff displaying a blue flag on the Race Committee vessel and a finishing mark.

14. TIME LIMITS

- 14.1. If no boat has passed the first mark within 30 minutes of her start, the race shall be abandoned.
- 14.2. The time limit for the first boat to finish in each class is 90 minutes.
- 14.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 14.4. The Finishing Window is 30 minutes.

15. HEARING REQUESTS

- 15.1. For each line (Class), the protest time limit is 60 minutes after the signal vessel for that line (Class) docked. The time will be posted on the official notice board.
- 15.2. Hearing request forms will be made available at the protest desk, located next to the Junior Room.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room located in the Junior Room, at the time posted.

16. SCORING

- 16.1. One race is required to be completed to constitute a series.
- 16.2. When five or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

17. SAFETY REGULATIONS

- 17.1. [NP] If flag "L" is displayed before the first warning signal of the day, each boat shall pass the stern of the Race Committee signal boat on starboard tack in single file and hail her sail number. 420's must also hail the last name of the skipper, which will be acknowledged by the Race Committee. Failure of a boat to comply with this requirement may result in her being scored DNS for that race without a hearing. This changes RRS 63.1 and A5.
- 17.2. [DP] A boat that retires from a race shall notify the Race Committee or a safety boat either before leaving the course area or, if that is not practicable, immediately after arriving ashore.
- 17.3. [NP] [DP] RRS 40.1 shall apply. Each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

18. GREEN FLEET

- 18.1. Coaching of the Optimist Green Fleet skippers while racing is permitted, however coaching shall be limited to skippers in the bottom half of the fleet in any given race. Only boats, which have registered with the organizing authority and carry identification satisfactory to the organizing authority, will be allowed in the race area. All individuals on such registered boats are required to wear PFD and monitor VHF channel 72 and comply with all reasonable requests from the Race Committee. Coach boats shall neither create wakes nor otherwise interfere with competitors. Violation of this instruction may result in a penalty, which the jury deems appropriate, up to and including the disqualification of the coached skipper from the regatta.

19. SPINNAKERS

- 19.1. When Code Flag ONE is displayed, either at the start or at a rounding mark, no spinnakers are to be used.
- 19.2. When Code Flag ONE is displayed at the same time as a class flag, no spinnakers are to be used by that class.
- 19.3. If Code Flag ONE is flown at a rounding mark, either with or without a class flag, it will be accompanied by repeated sound signals.

20. PRIZES

- 20.1. Club 420s: Prizes will be awarded to Skipper and Crew of 1st through 3rd place
- 20.2. Optimist Championship (Red, White & Blue Fleets): Prizes will be awarded for the 1st through 3rd places in each fleet, as well as overall
- 20.3. Optimist Green Fleet: Each sailor will receive a participation award
- 20.4. ILCA Radial: Prizes will be awarded for 1st through 3rd places
- 20.5. O'pen Skiff: Prizes will be awarded for 1st through 3rd places

21. OFFICIAL VESSELS

- 21.1. Official vessels will be identified as follows: signal vessel by a blue race committee flag, mark boats and other vessels by a yellow race committee flag, and judges by a blue and white judge flag.

22. RESPONSIBILITY FOR SAFETY

22.1. As a condition of the participation of any boat in any race or related activity sponsored or undertaken by the New Bedford Yacht Club, the owner, helmsperson and each crewmember agree that the safety of the boat and the crew and the decision whether or not to start or continue to race is solely their responsibility. Each of them waives all claims which he or she, or any heir, representative, successor or assignee, may have against the New Bedford Yacht Club and each of their officers, trustees, members, committees, employees or agents, rising out of or in any way connected with participation in such race or activity. Responsibility for evaluating wind, sea and weather conditions rests with each competitor, as does the responsibility for the safe condition and operation of their boat including safety equipment and rigging and for wearing a life jacket. Assistance from the Race Committee, patrol boats, or other support coats and from personnel aboard them is at risk of the participant.

23. RISK ASSESSMENT

23.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**