

Beverly Yacht Club
2022 Salty 100 Distance Race
SAILING INSTRUCTIONS (SIs)

The notation [DP] in a rule of the sailing instructions means that the protest committee can decide an appropriate penalty, after taking evidence, up to and including disqualification

1 RULES

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024*.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of the race will be posted by 2000 on the day before it will take effect.
- 2.2** Changes to a sailing instruction may be made on the water by hoisting code flag L and making an announcement on VHF CH 72.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** Notices to competitors will be posted on the official notice board located on the [Salty 100 webpage](#) on Regatta Network.
- 3.2** On the water, the race committee intends to monitor and communicate with competitors on VHF CH72.
- 3.3** [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

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

5 SIGNALS MADE ASHORE

- 5.1** Signals made ashore will be displayed at the flagpole at BYC.
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACE

6.1 The scheduled time of the first warning signal is 1055.

6.2

Class	Class Flag	Start
Doublehanded	Numeral 1	1100
ORR	Numeral 2	1115
PHRF	Numeral 3	1130

6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with multiple sounds at least two minutes before a warning signal is made.

7 RACING AREA

7.1 SI Addendums A and B show the location of the racing area(s).

8 COURSES AND MARKS

8.1 Competitors may choose to sail the 100.4 nm course (course "L") in one of two directions.

8.1.1 Course One: A sailboat must first pass through Quicks Hole heading out of Buzzards Bay:

1. **G3** (Quicks Hole) Near Felix Ledge at approximately 41° 26.7 N, 070° 50.9 W shall be left to Starboard outbound.
2. **G1 FL G 4s** (Exiting Quicks Hole Vineyard Sound side) at approximately 41° 25.8 N, 070° 50.3 W shall be left to Starboard exiting Quicks Hole.
3. **G31 FL G4s** (Off Gay Head) 41° 21.8 N, 070° 49.0 W shall be left to Starboard.
4. **G1BI G FL 4s** (Northern most end of Block Island) at approximately 41°15.4 N, 071° 43.1 W shall be left to Starboard.
5. **R10 FL R 4s** at approximately 41° 34.4 N, 070° 43.1 W shall be left to Port.

8.1.2 Course Two: A sailboat may sail the above course in reverse heading directly to Block Island from Buzzards Bay:

1. **R10 FL R 4s** at approximately 41° 34.4 N, 070° 43.1 W shall be left to Starboard.
2. **G1BI G FL 4s** (Northern most end of Block Island) at approximately 41°15.4 N, 071° 43.1 W shall be left to Port.
3. **G31 FL G4s** (Off Gay Head) 41° 21.8 N, 070° 49.0 W shall be left to Port
4. **G1 FL G 4s** (Exiting Quicks Hole Vineyard Sound side) at approximately 41° 25.8 N, 070° 50.3 W shall be left to Port exiting Quicks Hole.
5. **G3** (Quicks Hole) Near Felix Ledge at approximately 41° 26.7 N, 070° 50.9 W shall be left to Port outbound.

- 8.2** In the event of an unfavorable forecast, a decision may be made to use a shorter course (course “S”). The short course is 48.3 nm. Competitors may choose to sail the course in one of two directions.
- 8.2.1 Course One:** A sailboat must first pass through Quicks Hole; round Lighted Gong G31 (Gay Head a/k/a Devils Bridge), leaving G31 to starboard; and then round Buzzards Bay Tower, leaving the Tower, Cuttyhunk, and Penikese Island to starboard. [R FI 2.5s Bell] Red lateral buoy (shape: pillar) “Buzzards Bay Lighted Bell Buoy 2 FI R 2.5” at approximately 41° 26.1N 071° 00.7W shall be left to starboard.
- 8.2.2 Course Two:** A sailboat must sail the course in reverse by first rounding Buzzards Bay Tower, leaving Cuttyhunk, Penikese Island, and the Tower to port; then round Lighted Gong G31 (Gay Head a/k/a Devils Bridge), leaving G31 to port; and then pass through Quicks Hole.
- 8.3** No later than the warning signal, the Race Committee signal vessel will display the letter of the course to be sailed: “L” for the longer course (per 8.1) or “S” for the shorter course (per 8.2).
- 8.4** After the start, courses will not be shortened. This changes RRS 32.

9 THE START

- 9.1** Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 9.2** The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of Sippican Harbor Lighted Red Buoy “2” (F1 R) at Centerboard Shoal (BYC mark “G”, approximate coordinates Lat N41 39.70, Long W70 43.60).
- 9.3** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 9.4** 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 for request. This changes RRS 62.1(a).
- 9.5** A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

10 THE FINISH

- 10.1** The finishing line is between a staff displaying a blue flag on the finishing boat at the port end and the course side of Sippican Harbor Lighted Red Buoy “2” (F1 R) at Centerboard Shoal (BYC mark “G”, approximate coordinates Lat N41 39.70, Long W70 43.60).
- 10.2** If the race committee is absent when a boat finishes, the navigator of the finishing boat shall record her finishing time (GPS time) when her mast is abeam of and within 25 feet of Sippican Harbor Lighted Red Buoy “2” (F1 R) at Centerboard Shoal (BYC

mark "G"). This time shall be sent via text message to the scorer/registrar at 508-395-2394 as soon as possible.

11 HEARING REQUESTS

11.1 Requests for hearings and requests for redress shall be written on forms available online on the [BYC Racing webpage](#) or are available in the BYC Protest Box located on the wall to the left of the Clubhouse door on the porch. Completed forms must be emailed to protest@beverlyyachtclub.org within 90 minutes from the time of the protesting boat's recorded finish.

11.2 Notices will be posted no later than 0700 on Sunday, August 28, to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the BYC clubhouse at 0900 on Sunday, August 28.

12 SCORING

12.1 Each boat's finish position will be calculated using their PHRF rating and Time on Distance (TOD) scoring or ORR WL5050 rating.

12.2 The course distance will be compiled using the USCG Light List GPS coordinates of the marks. The length of each leg of the course will be determined by the race committee to the nearest tenth of a nautical mile.

13 SAFETY REGULATIONS

13.1 [DP] A boat that retires from racing shall notify the race committee at 508-395-2394 or by calling the BYC at 508-748-0540, at the first reasonable opportunity.

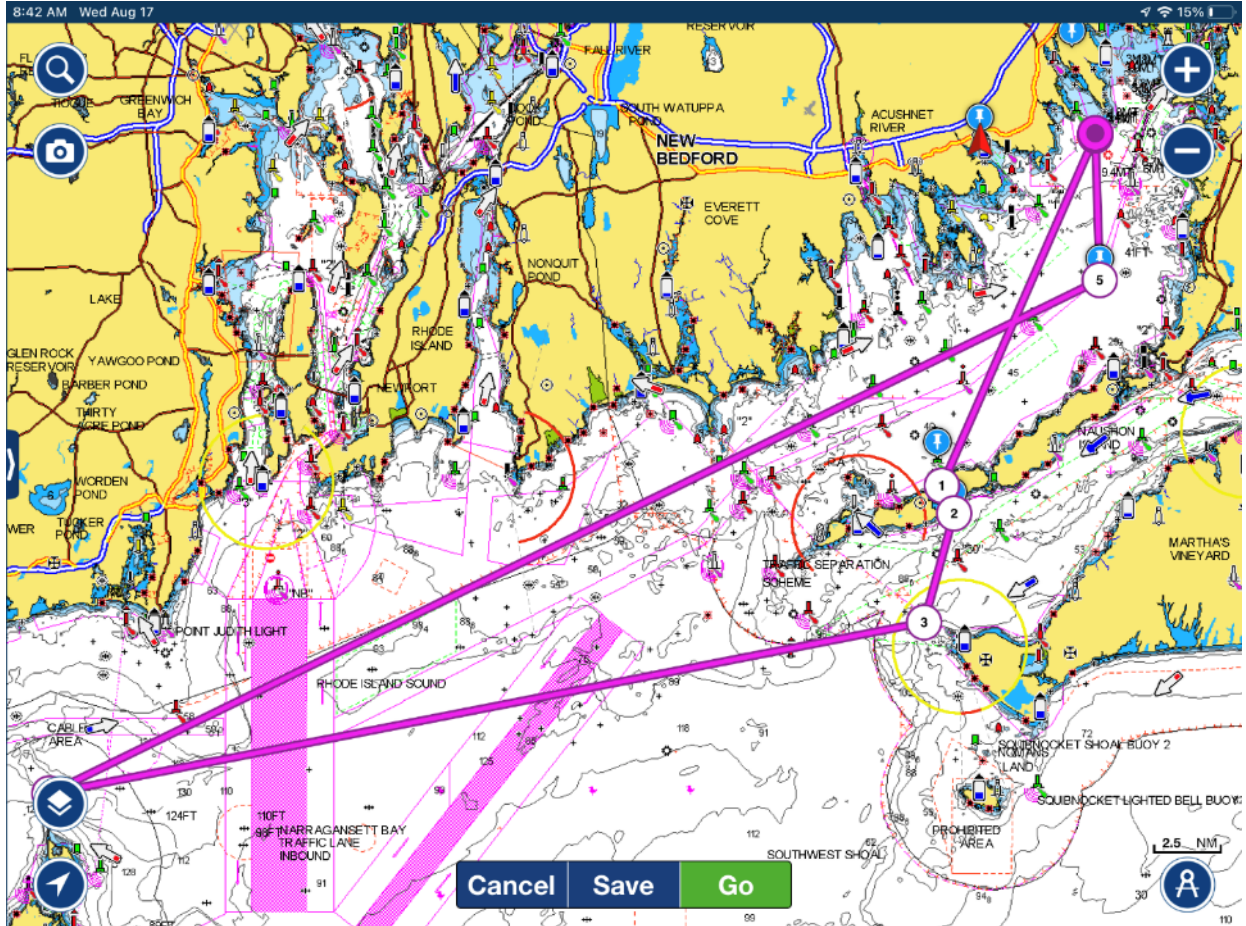
14 PRIZES

14.1 Prizes will be awarded for boats finishing first and second on corrected time in their class and one for fastest elapsed time. More prizes may be awarded at the discretion of the organizers.

15 RISK STATEMENT

15.1 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. The Organizing Authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with, or prior to, during, or after racing.

SI Addendum A
Salty 100 Long Course Diagram: Course "L" (per 8.1)



**SI Addendum B:
Salty 100 Short Course Diagram: Course "S" (per 8.2)**

