



**2022 Oriental Open Regatta**  
**Oriental Dinghy Club**  
[www.oriental dinghy club.com](http://www.oriental dinghy club.com)

**SAILING INSTRUCTIONS**

**1 RULES**

- 1.1 The series will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing  
**All North Carolina State COVID-19 guidance will be followed**
- 1.2 **OUTSIDE HELP:** A boat may receive outside help. The race committee and competitors are encouraged to provide advice to inexperienced competitors and help for any boat in need. This changes Racing Rule 41.

**2 CHANGES TO SAILING INSTRUCTIONS AND NOTICES TO THE COMPETITORS**

- 2.1 Notices to competitors and changes to sailing instructions will be posted on the Official Notice Board at Race Headquarters which is located at Bow to Stern, Sailing Center, 290 Blackwell Pt Loop Rd, Oriental, NC as well as the RegattaNetwork registration Site.
- 2.2 Changes prior to June 4 will be posted to the Oriental Dinghy Club web site [www.oriental dinghy club.com](http://www.oriental dinghy club.com) and [www.regattanetwork.com/event/24552](http://www.regattanetwork.com/event/24552).

**3 COMMUNICATION WITH COMPETITORS**

- 3.1 The Race Committee will be communicated on VHF channel 78a

**4 CODE OF CONDUCT**

- 4.1 Competitors and support persons shall comply with all reasonable requests from race officials.

**5 SIGNALS MADE ASHORE**

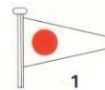
- 5.1 No signals will be made at Race Headquarters at Bow to Stern Sailing Center, 290 Blackwell Pt Loop Rd, Oriental, NC.

**6 SCHEDULE OF RACES**

- 6.1 Start time: The warning gun for race 1 will be at 12:00 on June 5. Subsequent races will follow to conclusion of the first race..
- 6.2 Number of races: Up to 8 races may be sailed.
- 6.3 No races will start after 15:30

**7 CLASS FLAGS**

- 7.1 All boats will be raced in a single handicap class.
- 7.2 The class flag  
 1 Open Class – All participants



**8 RACE AREA**

- 8.1 The signal boat will set a course on the waters off of Oriental, NC.

**9 COURSES**

- 9.1 The courses to be sailed will be displayed on the Signal Boat prior to each class's Warning Signal. The courses may be windward/leeward (WL), triangle (T), or a combination of both (see course diagrams).
- 9.2 All marks will be left to PORT.
- 9.3 Race course diagrams (shown on last page)

**10 MARKS**

- 10.1 All marks of the course will be orange inflatable marks.
- 10.2 The start / finish pin will be yellow.

**11 OBSTACLES**

- 11.1 The race course will not contain any known obstacles.

**12 THE START**

12.1 The 3 minute starting sequence will be used.

3 minutes – 3 long blasts

2 minutes – 2 long blasts

1 ½ minutes – 1 long, 3 short blasts

1 minute - 1 long blast

30 seconds – 3 short blasts

20 seconds - 2 short blasts

10 seconds – 1 short blast

5-1 - short bkast each second

Start - One long blast

12.2 The 3 minute signal will be preceded by a multiple beep "wake-up call"

12.3 The start line will be between the orange flag on the signal boat and the adjacent yellow starting mark.

12.4 The RC will attempt to hail boats over the line early but it is the competitors responsibility to start properly.

12.5 All boats shall pass by the signal boat on starboard tack and check in with the race committee after the Lima flag is flown and prior to their warning signal.

**13 CHANGE OF THE NEXT LEG OF THE COURSE**

13.1 In the case of a change to the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

**14 THE FINISH**

14.1 The finish line will be between the orange flag on the signal boat and the adjacent yellow finishing mark.

14.2 Boats who have already finished shall stay clear of the start / finish area.

**15 PENALTY TURNS**

15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

**16 TIME LIMIT**

16.1 The time limit for the first boat to finish will be one hour after its start.

16.2 Boats still racing 20 minutes after the first boat sails the course and finishes will be scored TLE (Time Limit Expired).

16.3 Boats who are significantly behind may be scored PS (Position Secured). Notification will be made over VHF channel 78a and the boat will be asked to return to the starting area immediately.

**17 HEARING REQUESTS**

17.1 Protesting boats shall notify the Race Committee upon crossing the finish line.

17.2 Protest forms are available on the website and at race headquarters. Forms must be filed with the Race Committee within 30 minutes of the conclusion of the final race.

**18 SCORING**

18.1 The race will be scored using the Low Point System.

18.2 Boats not competing in a day's race will be scored DNS.

18.3 Boats scored TLE will be scored by the Race Committee points equal to the number of boats finishing within the time limit plus two without a hearing.

18.4 Boats Scored PS will be scored by the Race Committee points equal to the number of finishers plus one without a hearing.

**19 RADIO COMMUNICATION AND SAFETY REGULATIONS**

19.1 Race communication will be on VHF channel 78A.

19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19.3 Personal flotation devices are required to be worn by all competitors!

**20 REPLACEMENT OF CREW OR EQUIPMENT**

20.1 Substitution of competitors is allowed without prior approval.

**21 EQUIPMENT AND MEASUREMENT CHECKS**

21.1 N/A

**22 SUPPORT TEAMS**

- 22.1 Support teams, including all support persons and support person vessels, shall comply with all Race Committee instructions.

**23 TRASH DISPOSAL**

- 23.1 Trash may be placed aboard official [or support person] vessels.

**24 PRISES**

- 24.1 Prizes will be given out at the conclusion of the race at Race Headquarters at Bow to Stern.

**25 RISK STATEMENT**

- 25.1 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.**

Courses will be indicated by an appropriate number plus letters displaced on the Signal Boat. All marks will be left to Port. The Starting mark is used only for the Start and Finish. **After starting boats may not sail through the Start/Finish Line except to finish.** Boats on 2nd weather leg, and all downwind legs, must pass to either side of the Start/Finish Line.

Example: "2WL"  
"2" indicates that competitors must sail 2 times around the course.  
"WL" indicates course configuration is Windward/Leeward

**COURSE DIAGRAMS**

