

SAILING INSTRUCTIONS
GRSA Invitational 2023
Thistle Central Atlantic District Championship
June 10-11, 2023

Hosted by Greater Richmond Sailing Association
4301 Woolridge Rd.
Midlothian, VA 23112
Commodore Grant Smith (502)558-7810
Organizing Authority: Greater Richmond Sailing Association (GRSA)

1. RULES

1.1 The regatta will be governed by the rules as defined in the *The Racing Rules of Sailing*.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Changes to the sailing instructions will be posted immediately following the competitors' meeting on June 10 and before 0800 on June 11 except any change to the schedule of races will be posted by 1800 on the day before it will take effect.

2.2 Changes to the Sailing Instructions may be made on the water. The Signal Vessel will signal come within hail by displaying Signal Flag L with one sound. Each boat will receive and acknowledge the oral change.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board located in the main pavilion.

3.2 Race Committee will use VHF Channel 72 to communicate with competitors.

3.3 [DP] Competitors are only to contact the Race Committee on the water in the event of emergencies, safety issues or to inform race committee that they are no longer racing.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the flagpole located in the middle of the driveway circle outside of the main pavilion.

4.2 When flag AP is displayed ashore, '1 minute' is replaced by 'not less than 45 minutes' in the race signal AP. This changes Race Signal AP.

5. SCHEDULE OF RACES

Saturday, June 10

1100 - Competitors' Meeting.

1200 - Warning signal for first race. Additional races follow.

Sunday, June 11

1000 - Warning signal for first race of the day. Additional races follow. No race will start after 1400.

6. CLASS FLAGS

6.1 Class flags will be designated and displayed at the Competitors' Meeting and posted to the Official Notice Board immediately following the Competitors' Meeting.

7. RACING AREA

7.1 The racing area will be approximately three quarters of a mile southeast of the club in Swift Creek Reservoir.

8. COURSES

- 8.1 The diagrams in Attachment 1 show the courses, including the approximate angles between legs and the order in which marks are to be passed.
- 8.2 The course will be displayed from the Race Committee Signal Vessel prior to the warning signal.
- 8.3 No later than the warning signal, the Race Committee Signal Vessel will display the approximate compass bearing of the first leg.

9. MARKS

- 9.1 The starting marks will be an orange ball with a staff displaying an orange flag and a staff displaying an orange flag on the Signal Vessel.
- 9.2 The windward mark and gate marks will be orange balls.
- 9.3 The offset mark will be a white ball.
- 9.4 The finishing marks will be a white ball and a staff displaying a blue flag on the Signal Vessel.
- 9.5 The change mark will be a red ball and yellow ball tied together. If the course is changed again, the original marks will be used.

10. THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Vessel at the starboard end and the course side of the starting mark at the port end.
- 10.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.3 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 broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as practicable. There will be no offset mark with a new mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 11.2 The angle of the gate may be adjusted without making any signals. This changes RRS 33.

12. THE FINISH

- 12.1 The finishing line will be between a staff displaying a blue flag on the Race Committee Signal Vessel and the course side of the finishing mark.

13. PENALTY SYSTEM

- 13.1 Appendix V1 applies with the Two-Turns penalty replaced by the One-Turn Penalty.

14. TIME LIMITS AND TARGET TIMES

- 14.1 A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.
- 14.2 The time limit for the first boat in each race to sail the course is 60 minutes.
- 14.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes RRS 35, A5.1 and A52.

15. HEARING REQUESTS

- 15.1 The protest time limit is 60 minutes after the Race Committee Signal Vessel docks and will be posted on the Official Notice Board.
- 15.2 Hearing Request forms are available at the Official Notice Board.
- 15.3 Notices will be posted not on the Official Notice Board no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 15.4 Protests will be heard in the approximate order of receipt in the pavilion.

16. SCORING

16.1 A boat's series score is the total of her race scores.

17. SAFETY REGULATIONS

17.1 [DP] Prior to the warning signal for the first race of each day, each boat shall check in by sailing by the Race Committee Signal Vessel and hailing its sail number until acknowledged by the Race Committee.

17.2 [DP] A boat that retires from or stops racing during a race shall notify the race committee at the first reasonable opportunity.

18. TRASH DISPOSAL

18.1 Trash may be placed aboard any official vessel.

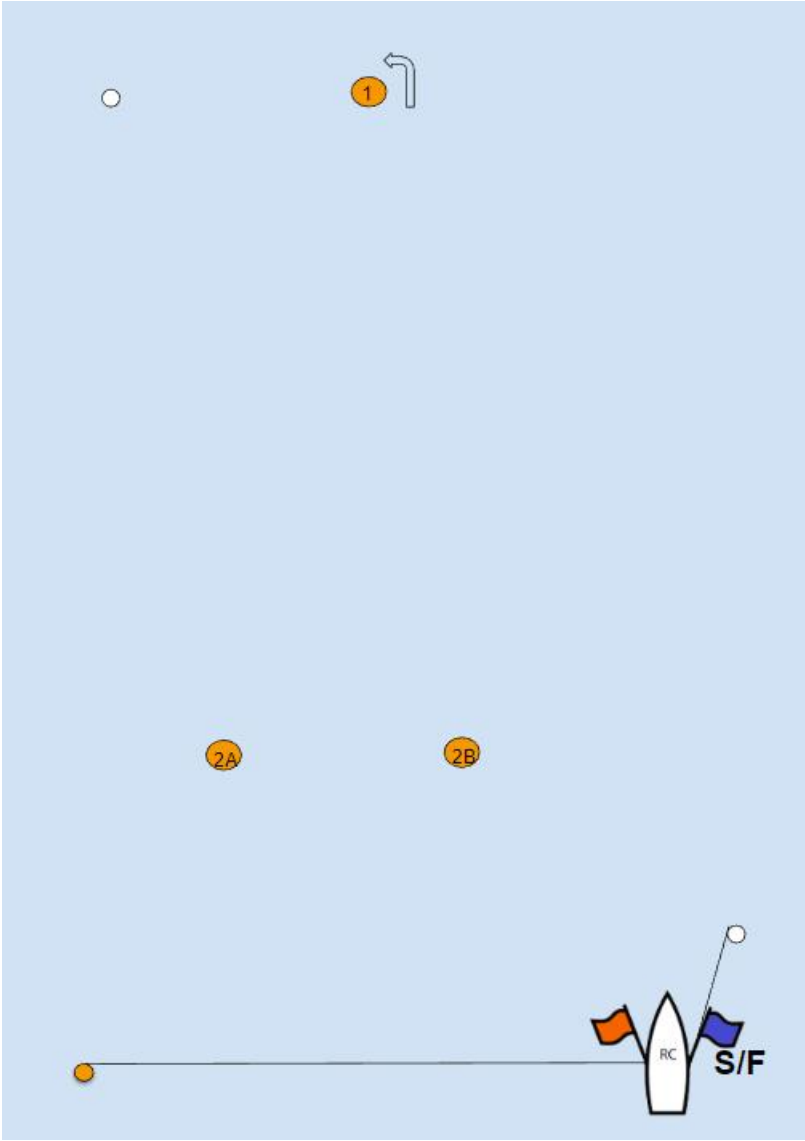
19. PRIZES

19.1 Prizes will be given.

20. RISK STATEMENT

20.1 30.1 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.**

Attachment 1 – The Courses



Windward / Leeward Courses

1	S-1-O-2A/2B-1-O-2B-F
2	S-1-O-2A/2B-1-O-2A/2B-1-O-2B-F