



2023 Dragon’s Breath Regatta

Oriental Dinghy Club

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

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 ODC website and Facebook page before 0900 the day of the race.
- 2.2 For on the water oral changes of the sailing instructions the “L” flag will be displayed on the signal vessel. The change will be announced on VHF channel 78A (1078) prior to the warning signal.

3 COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors on the day of the race will be communicated by the race committee on VHF channel 78a (1078)

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 ashore due to the distributed nature of our club. Monitor VHF Channel 78a (1078) for Race Committee communications.

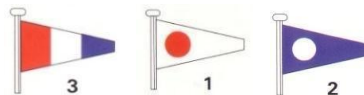
6 SCHEDULE OF RACES

- 6.1 Racing dates: See the Notice of Race (NOR) posted on the ODC website: www.oriental dinghy club.com/racing.html
- 6.2 Number of races: 5 races are scheduled for the regatta, preferably 3 on Saturday and 2 on Sunday. There will be one Cruising Pursuit Race on Saturday only.
- 6.3 For JAM and SPIN Classes, the scheduled time of the first warning signal for Saturday is 1130 and 1030 on Sunday. No Races will be started after 1400 on Sunday.
- 6.4 **The Cruising class will race on Saturday only with a standard 5 minute countdown at 11:00. Individual start time offsets will be assigned at the skippers meeting.**

7 CLASS FLAGS

7.1 The class flags

- | | |
|--------------|-------------------|
| 1. Spinnaker | Numeral Pennant 3 |
| 2. JAM A | Numeral Pennant 1 |
| 3. JAM B | Numeral Pennant 2 |



Ratings splits:

- Spinnaker- All
- JAM A - 168 and lower
- JAM B - Greater than 168

At the skippers meeting, the race committee may elect to combine JAM fleets depending on the combination of registered boats



4 Cruising - Cruising Boats - Pursuit Race [Pennant “6”]

Cruising Eligibility: Three boats required to constitute a class and must not be specifically designed for racing

8 RACE AREA

- 8.1 The race committee vessels will set courses on the waters off of Oriental, NC.

9 COURSES

9.1 JAM and SPIN Classes

- 9.1.1 The courses to be sailed will be displayed on the Signal Vessel prior to each class's Warning Signal. Classes may be assigned different courses. The courses may be windward/leeward (WL), triangle (T), or a combination of both (see course diagrams). No leg of the course shall pass through the Start/Finish line except to start or finish.

9.2 Cruising Class

The Cruising Class will start prior to JAM and SPIN. The courses to be sailed and start time offsets will be communicated at the skippers meeting. One race will be sailed for the Cruising Class. After the start, the course will consist of government marks, Garbacon Shoal, "7", Adams Creek "AC1" and Oriental One "SC1".

10 MARKS

- 10.1 JAM and SPIN Class mark(s) (W), (L) and (R) will be orange marks.
10.3 The start / finish marks will be yellow.

11 OBSTACLES

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

12 THE START

12.1 JAM and SPIN Classes

- 12.1.1 Per "The Racing Rules of Sailing", the Start sequence will be in accordance with Rule 26. This is a 5 minute sequence. ODC will normally use an automated starting system.
12.1.2 The warning may be preceded by a multiple beep "wake-up call"
12.1.3 The start line will be between the orange flag on the signal vessel and the adjacent starting mark. Boats whose warning signal has not been made shall stay clear of the starting area.
12.1.4 All boats shall pass by the signal vessel on starboard tack and check in with the race committee after the Lima flag is flown and prior to their warning signal.

12.2 Cruising Class

12.2.1 The cruising class start will be a pursuit start with a standard 5 minute countdown to for the first boat. All other boats will use the off set times provided by the Race Committee prior to the 5 minute 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 JAM and SPIN Classes

- 14.1.1 The finish line will be between the orange flag on the signal vessel and the adjacent finishing mark. This changes the RRS race signal finishes
14.1.2 Boats will always cross the finish line from the direction of the last mark.
14.1.3 Boats who have already finished shall stay clear of the starting finish area.
14.1.4 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

14.2 Cruising Class

- 14.2.1 In a pursuit race, since the starts are off set, finishing will be based on the finish sequence.
14.2.2 The finish will be at government mark "SC1" when bearing 250 degrees and passing withing 300 ft of "SC1".

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 in the JAM and SPIN classes will be two hours after its start.

16.2 The time limit for the first boat in the Cruising class to finish will be 2 hours and 30 minutes after the start of the first boat.

16.3 Boats still racing 60 minutes after the first boat in their class sails the course and finishes will be scored TLE (Time Limit Expired).

16.4 Boats who are significantly behind may be scored PS (Position Secured). Notification will be made over VHF channel 78a (1078) 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 should be filed with the Race Committee by 1800 on the day of the race.

17.3 All parties will be notified of the protest hearing time and location by email.

18 SCORING

18.1 The race will be scored using the Low Point System. If 5 races are held, one throw out will be allowed.

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.

18.5 For boats sailing in the cruising class pursuit race, since start times are off-set, the scoring will be based on the finishing sequence.

19 RADIO COMMUNICATION AND SAFETY REGULATIONS

19.1 Race communication will be on VHF channel 78 (1078).

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

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors is allowed without prior approval.

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

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 PRIZES

24.1 Prizes will be given out at the deck of the OM&I on Sunday after the day's racing is completed.

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.

26 INSURANCE

26.1 Each participating boat shall be insured with a valid third-party liability insurance carrier.

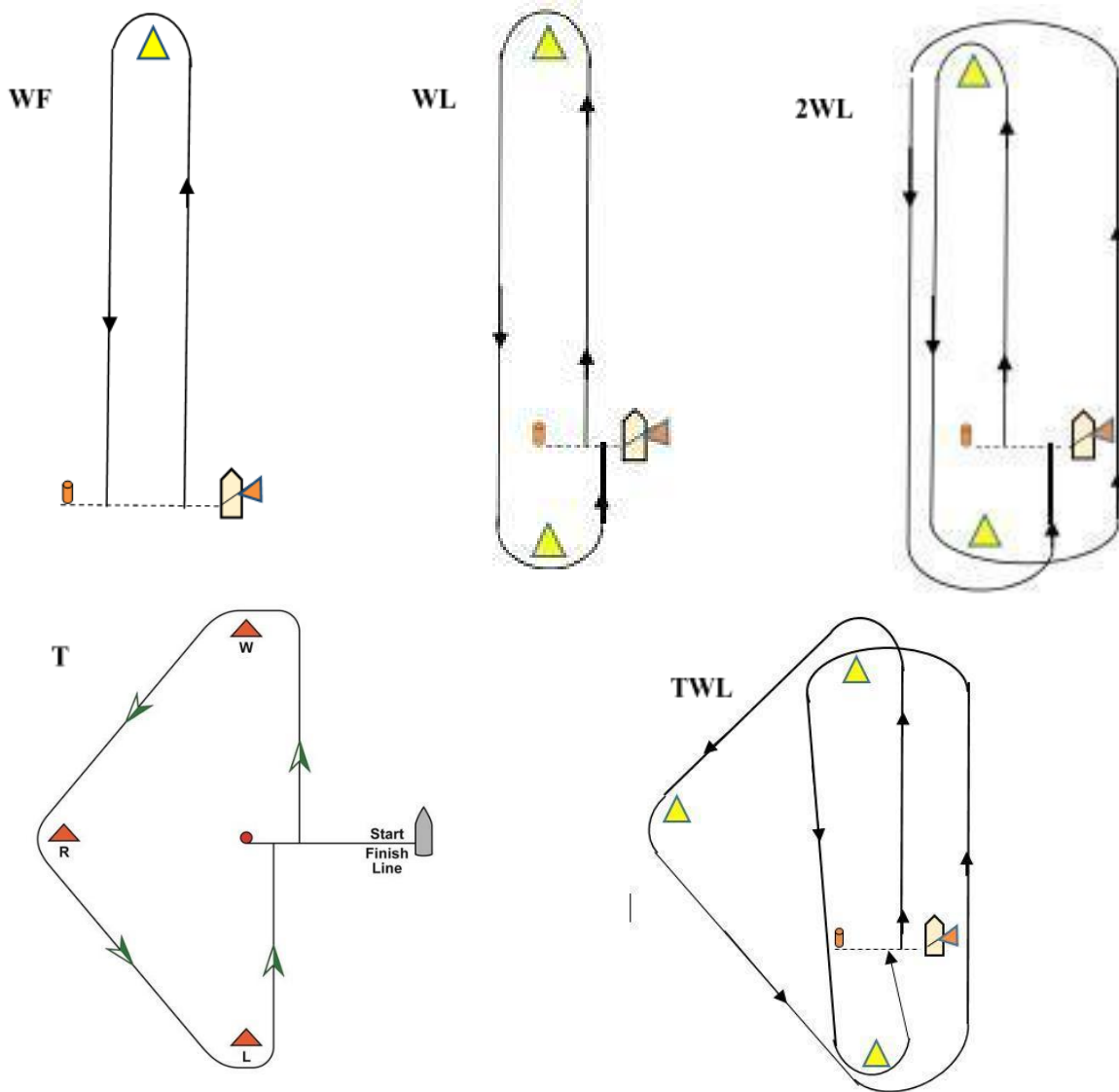
Courses will be indicated by an appropriate number plus letters displaced on the Signal Vessel. All marks will be left to Port. The Starting mark is used only for the Start and Finish. After starting boats may not sail through the Start/Finish Line except to finish. Boats on 2nd weather leg, and all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

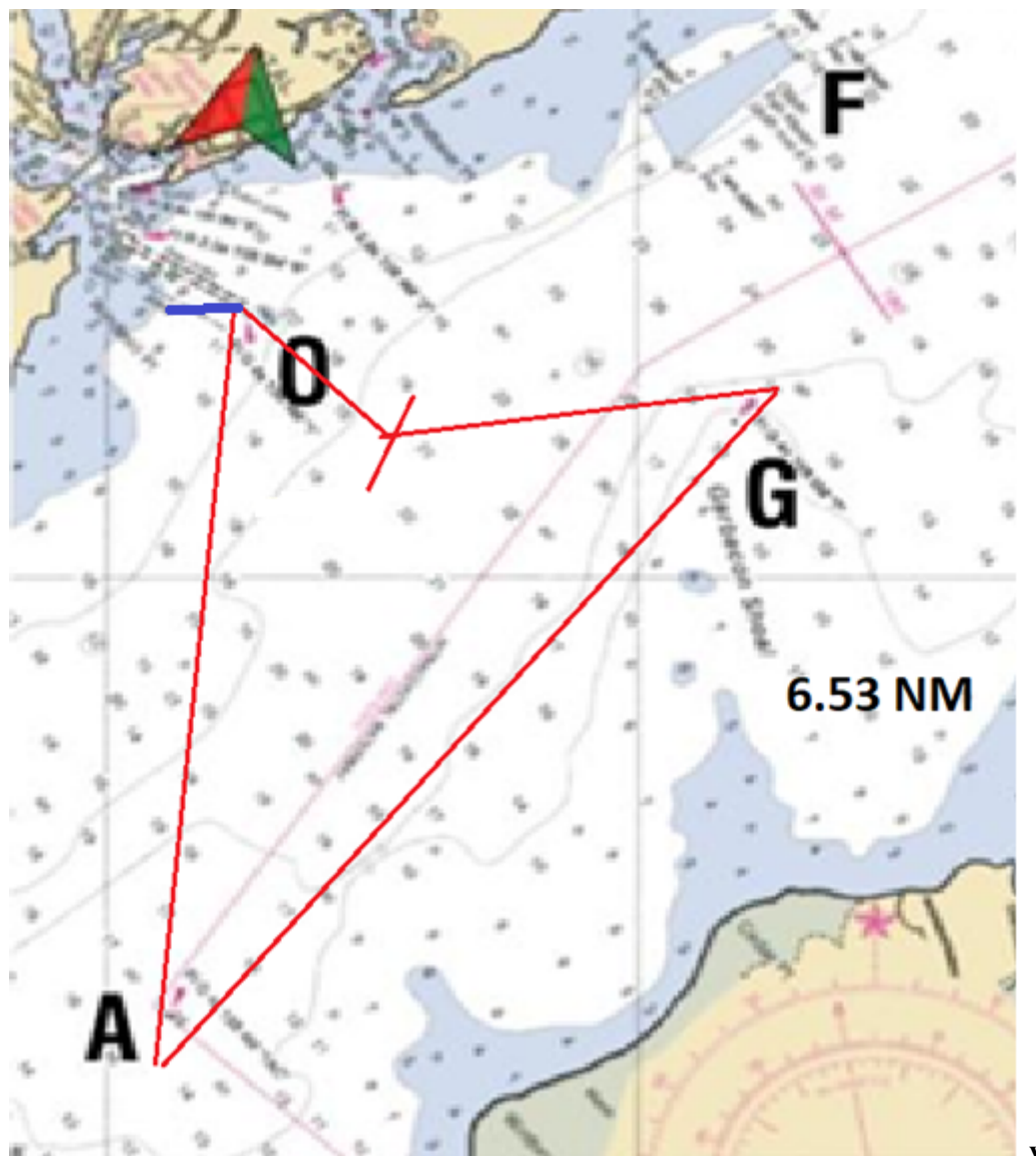
Example: "2WL"

"2" indicates that competitors must sail 2 times around the course.

"WL" indicates course configuration is Windward/Leeward

COURSE DIAGRAMS





- O** – SC1 (Old Oriental 1)
- A** – Adams Creek 1
- G** – Garbacon