



2024 Beaufort Yacht & Sailing Club

“Spring Racing Series”

March 17 through June 2, 2024

DINGHY SAILING INSTRUCTIONS (SI)

Organizing Authority (OA): Beaufort Yacht & Sailing Club
30 Yacht Club Drive, Beaufort, SC

1	RULES
1.1	The event is governed by the rules as defined in <i>The Racing Rules of Sailing</i> .
1.2	Each sailor and coach boat crew member requires life jackets and shoes. Juniors (17 and under) must wear US Coast Guard-approved personal flotation devices from when they leave the dock until they return, except briefly while changing or adjusting clothing or personal equipment. All other competitors shall comply with RRS 40.
2	CHANGES TO SAILING INSTRUCTIONS
2.1	Any changes to the sailing instructions will be published on the Official Notice Board at least 60 minutes before the warning for the day's first race. The race committee may also announce any changes to the sailing instructions on the water before the warning signal for each race, either verbally or by posting the changes on the race committee board.
3	COMMUNICATIONS WITH COMPETITORS
3.1	Notices will be posted on the Official Notice Board located on the clubhouse riverside porch.
4	SIGNALS MADE ASHORE
4.1	Signs made ashore will be displayed at the BYSC flagpole. When the flag AP (postponement) is displayed, it indicates that the warning signal will be made not less than 30 minutes after the AP signal is lowered. This is an important safety measure that allows everyone to be fully prepared before the start of an event.

5	SCHEDULE OF RACES																																				
5.1	<p>Here are the dates and times for the Spring Dinghy Series races and their corresponding First Warning times:</p> <table border="1" data-bbox="620 376 1099 945"> <thead> <tr> <th>Date</th> <th>Day</th> <th>Time</th> </tr> </thead> <tbody> <tr> <td>Mar 17</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>Mar 24</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>Apr 7</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>Apr 14</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>Apr 28</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>May 5</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>May 12</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>May 19</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td>June 2</td> <td>SUN</td> <td>2:00 pm</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Races may be cancelled due to weather or lack of participation. All efforts will be made to inform sailors before any schedule revisions.</p>	Date	Day	Time	Mar 17	SUN	2:00 pm	Mar 24	SUN	2:00 pm	Apr 7	SUN	2:00 pm	Apr 14	SUN	2:00 pm	Apr 28	SUN	2:00 pm	May 5	SUN	2:00 pm	May 12	SUN	2:00 pm	May 19	SUN	2:00 pm	June 2	SUN	2:00 pm						
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5.2	All competitors must check in with the Signal Boat before their class warning signal.																																				
5.3	No warning signal will be made after 1600.																																				
6	CLASS FLAGS																																				
6.1	Class flags will be the official class flags of each fleet. Substitute pennants may be used as necessary.																																				
7	RACING AREA																																				
7.1	The Dinghy venue is between the Beaufort Memorial Hospital and the McTeer Bridge, as outlined in the NOR.																																				
8	THE COURSES																																				
8.1	The dinghy courses to be sailed are shown in Attachment A. The course and the number of legs for each class will be displayed on the signal boat before that class's warning signal. All marks, except gates, will be kept to left on port. An offset mark may be used at the windward mark, and a gate may be used at the leeward mark.																																				

9	MARKS
9.1	Course marks will be <i>orange</i> balls. An upwind offset mark, if used, will be a <i>white</i> ball. The upwind mark for the O'Pen Skiff/Optimist class will be a <i>yellow</i> ball. If used, a gate at the leeward mark will be two (2) <i>orange</i> balls.
10	OBSTRUCTION
10.1	ICW channel marker #242 shall not be passed on the shoreward side due to underwater pilings.
11	THE START
11.1	An <i>orange</i> flag on an orange staff (start line flag) will be displayed (with a long sound) on the signal boat approximately 30 minutes before the warning for the first race.
11.2	Races will be started using Rule 26, with the warning signal made 5 minutes before the starting signal. A series of short horn sounds will precede the first warning signal. Rolling starts will be used for the first race of the day. Subsequent starts may or may not be rolled.
11.3	The starting line will be between an orange staff displaying an <i>orange</i> flag on the signal boat and a staff displaying an <i>orange</i> flag on the start mark.
11.4	Boats whose warning signal has yet to be made shall avoid the starting and finishing area during the starting sequence for other races. The starting line will be closed except when starting.
11.5	The predicted start order is MC Scow, Laser (ILCA 4, ILCA 6, ILCA 7), 420, Sunfish, O'Pen Skiff, and Optimist. The Race Committee reserves the right to combine classes if a three-boat minimum per class is not met or to reduce the number of starts.
12	THE FINISH
12.1	The finishing line will be between a staff with a <i>blue</i> flag on the signal boat and a staff displaying a <i>blue</i> flag on the finish mark.

12.2	The finish line will be closed except when finishing. Boats sailing through the finish line while not finishing will be scored DSQ without a hearing unless they correct the error as outlined in RRS 28-2. This changes rule A-5.
13	PENALTY SYSTEM
13.1	RRS Rule 44.3 does not apply.
14	TIME LIMITS
14.1	Each race has a time limit of 40 minutes or 15 minutes after the first boat in their class sails the course and finishes, whichever is less. Any boats that fail to finish within the appropriate time limit will be scored as DNF (Did Not Finish).
15	PROTESTS
15.1	Appendix T (Arbitration) will be enforced in case of any protests. The meeting can only start when all the parties involved in the protest are present before the arbitrator. Any boat that wishes to protest must inform the Race Committee immediately after finishing the race but not later than 15 minutes later. The boat must also provide the sail number against which it is protesting.
16	SCORING
16.1	Six races must be completed to constitute a series for each class.
16.2	RRS Rule A5.3 shall apply. "Coming to the starting area" means sailing to the area of the starting line.
16.3	<p>When a sailboat cannot complete a race within the specified time limit mentioned in section 14.1 of these Sailing Instructions (SI) for that particular race, it will be marked as DNF (Did Not Finish). It will receive a score of <i>one</i> more than the number of boats that <i>started</i> the race. Similarly, all boats that are scored as DNS (Did Not Start), DSQ (Disqualified), OCS (On the Course Side), and NSC (Not Sailed the Course) are also subject to the same score.</p> <p>This changes the first sentence of Rule A5.2 to "one more than the number of boats <i>starting</i> the race." It does not affect Rule A2.2.</p>

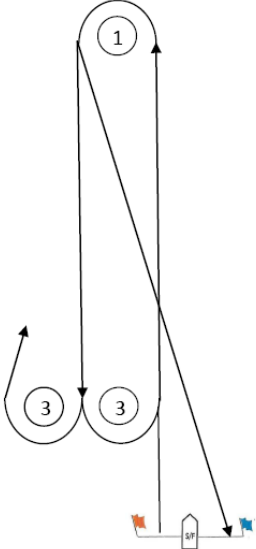
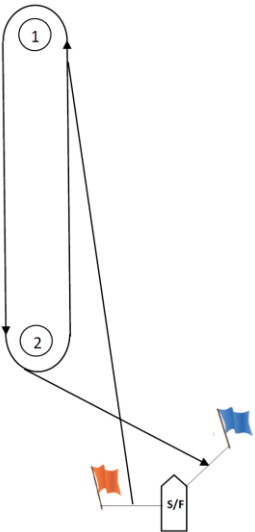
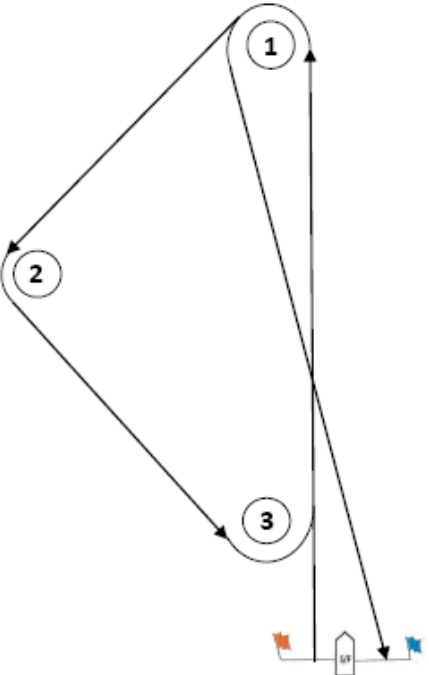
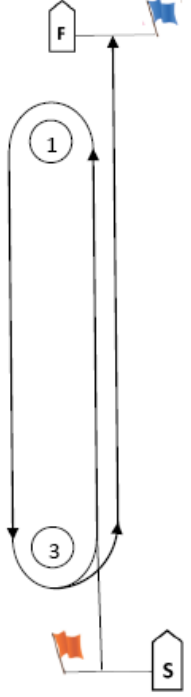
16.4	The Rule A4 Low Point System, less excludable scores described here, will apply to dinghies. There will be one throw-out after the first six races completed and one throw out for every three races completed thereafter. This modification will change rule A2						
16.5	The Low Point System, as outlined in Paragraph 10.4, will apply for scoring purposes.						
17	RISK STATEMENT						
17.1	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.						
17.2	Competitors participate in the series entirely at their own risk. See rule 3, Decision to Race. The organizing authority will not accept any liability for material damage, personal injury, or death sustained in conjunction with, before, during, or after the series.						
18	PRIZES						
18.1	Prizes will be awarded based on the number of boats of each class sailing 50% or more of the races: 1st place for two or three boats; 1st & 2nd places for four boats; 1st, 2nd, and 3rd places for five or more boats.						
19	FURTHER INFORMATION						
19.1	For further information contact: <table border="1" data-bbox="316 1585 1406 1926"> <tr> <td>Read Clarke – Fleet Captain readclarke@gmail.com</td> <td>Richard Beesley – RC Chairman beesley.richard@gmail.com</td> </tr> <tr> <td>BYSC gm@byscnet.com 843.522.8216</td> <td>Noah Kipar – Sailing Director sailingdirector@beaufortsailing.com</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Read Clarke – Fleet Captain readclarke@gmail.com	Richard Beesley – RC Chairman beesley.richard@gmail.com	BYSC gm@byscnet.com 843.522.8216	Noah Kipar – Sailing Director sailingdirector@beaufortsailing.com		
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Updated: 03-07-2024

Course Diagrams – Attachment A

05/03/2023

Actual angles and lengths between marks vary depending on the racing area, wind, and currents.
 Course designators show several legs to be sailed.

<p style="text-align: center;">Windward Leeward – Downwind Finish</p>  <p>WLD-4 S-1-3-1-F WLD-6 S-1-3-1-3-1-F WLD-8 S-1-3-1-3-1-3-1-F</p>	<p style="text-align: center;">Windward Leeward – Downwind Hook Finish</p>  <p>WLDH-3 S-1-2-F WLDH-5 S-1-2-1-2-F WLDH-7 S-1-2-1-2-1-2-F</p>
<p style="text-align: center;">Triangle – Downwind Finish</p>  <p>TD-5 S-1-2-3-1-F TD-8 S-1-2-3-1-2-3-1-F</p>	<p style="text-align: center;">Windward Leeward – Upwind Finish</p>  <p>WLU-3 S-1-3-F WLU-5 S-1-3-1-3-F WLU-7 S-1-3-1-3-1-3-F</p>