

**Bottoms Up Regatta
and Carolina District Championship
SAILING INSTRUCTIONS**



**Organizing Authority: Carolina Sailing Club Host: Thistle Fleet 155
Vista Point, Jordan Lake, NC
April 27-28, 2024**

1. RULES

The Racing Rules of Sailing (RRS) and the rules of the Thistle Class will govern the regatta, except as altered by these Sailing Instructions.

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the “Official Notice Board” located in the parking lot near the Race Committee signal vessel trailer.

3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any written change to the sailing instructions will be posted at least 1.5 hours before the scheduled start of the day’s racing, except that any change to the schedule of races will be posted by 2000 the day before it will take effect.

3.2 If required, 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 vessel will receive and acknowledge the oral change.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the race committee signal vessel.

4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in race signal AP.

5. SCHEDULE OF RACES

5.1 The scheduled time of the warning signal for the first race each day is shown in the table below.

Saturday, April 27	Warning signal for Race #1 Subsequent races to follow. No warning signal after 1730	1300
Sunday, April 28	Warning for 1 st race of day Subsequent races to follow. No warning signal after 1230	0930

5.2 Five races are scheduled. Any number of races may be sailed each day.

5.3 Flag A displayed, with no sound, while boats are finishing means ‘No more racing today.’

6. CLASS FLAG

The class flag will be the Thistle Class burgee.

7. RACING AREA

The racing area will be approximately .5 nautical mile east of the Vista Point boat ramps.

8. COURSES

8.1 The diagrams in Illustration A show the courses, including the order in which marks are to be passed as well as the side on which to pass each mark. The course selection will be displayed from the committee boat before the warning signal.

8.2 The leeward mark will be a leeward gate consisting of 4s and 4p as shown in Illustration A.

8.3 The approximate compass bearing from the committee boat to Mark 1 may be displayed from the race committee boat before the preparatory signal.

9. MARKS

9.1 Marks 1, 4s, and 4p will be large orange tetrahedrons.

9.2 Mark 1a offset mark will be a small red tetrahedron.

9.3 A new mark, as provided in SI 12, will be a large yellow tetrahedron.

9.4 The starting pin will be a white cylinder.

9.5 For Course WL4, the finish pin will be a red cylinder. For Course WL5, the finish pin will be Mark 1, which is an orange or yellow tetrahedron.

10. CHECK-IN

(DP) Each boat shall check-in at the Race Committee boat before the first race each day

11. THE START

11.1 Races will be started by using RRS 26.

11.2 The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

11.3 Race Committee will attempt to hail OCS, but failure to do so or a competitor's failure to hear a hail are not grounds for redress. Such hail will be made via VHF radio. This changes RRS rule 29.1 and 62.1(a).

12. CHANGE OF COURSE

To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) then remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by the original mark. There will be no offset mark for new or subsequent marks.

13. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee vessel and the course side of the finishing pin described in SI 9.5. Boats should cross the finish line in the direction from the last mark.

14. TIME LIMITS

14.1 The time limit for the first boat to sail the course and finish is 90 minutes.

14.2 Boats failing to finish with 30 minutes after the first boat sails the course and finishes will be scored TLE (Time Limit Expired) without a hearing and will receive a score equal to the number of boats that have finished within the time limit + 2, not to exceed the number of boats in the race. This changes RRS 35, 63.1, A4, A5, and A11.

15. RADIO COMMUNICATION

The Race Committee may communicate safety, OCS boats, and general information to assist in the management of the event via VHF radio. Except in an emergency, retirement, or notification of a protest, a boat that is racing shall not make or receive data or voice communication that is not available to all boats. VHF radio channel 72 will be utilized.

16. PROTESTS

Protests shall be written on forms available by the race committee and delivered there within 45 minutes of the docking time of the RC vessel.

17. PENALTIES AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

18. PENALTIES AFTER THE RACE

18.1 Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident. The Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

18.2 A boat takes a Post-Race Penalty by delivering to the race committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

19. SAFETY REGULATIONS

19.1 [DP] A boat that retires from a race shall notify the Race Committee as soon as possible.

19.2 Use of life jackets (unless made mandatory by display of the Y flag) is encouraged.

20. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to racing 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.**

ILLUSTRATION A

Course "WL4"	Course "WL5"
<p>Mark Rounding Order:</p> <p>Start – 1 – 1a – 4s/4p – 1 – 1a – Finish</p>	<p>Mark Rounding Order:</p> <p>Start – 1 – 1a – 4s/4p – 1 – 1a – 4s/4p – Finish</p>