



**31st St Croix Yacht Club International Regatta
Optimist Circle
Teague Bay, St Croix USVI
April 20 - 21, 2024**

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
1.2 Personal Flotation Devices (PFD) shall be worn by all team members, including Safety Officers, at all times while on the water except for brief periods while adjusting gear.

2 CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any changes to the sailing instructions will be posted before 0900 on the day of racing.

3 COMMUNICATION WITH COMPETITORS

- 3.1 Notice to competitors will be posted on the official noticeboard located at the west end of the clubhouse, facing the T-dock and Regatta Network.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole on the east lawn. If a postponement is signaled ashore, the warning signal will be made not less than 30 minutes after flag AP is lowered.

5 SCHEDULE and CLASS FLAG(S)

- 5.1 A competitors' meeting will be held at 0900 Saturday 20 April in the east room at the SCYC. The warning signal for the first race will be:

Saturday, 20 April: 1000

Sunday, 21 April 1000

- 5.2 Subsequent races each day will be held as soon as possible after the end of the previous race.

6 CLASS FLAG

Green Optimist

Advanced Optimist flag

7 RACING AREA

- 7.1 The racing area will be Teague Bay.

8 COURSES

- 8.1 Attachment A shows the courses, course designations, the marks in order, and their shapes. All marks are rounded to port.

9 MARKS

9.1 All marks will be inflatable shapes or balls.

10 THE START AND FINISH

10.1 Races will be started using Appendix U – Audible Signal Racing System. This changes RRS 26.

10.2 The starting line will be between an orange flag on the RC signal boat and a nearby mark.

10.3 The finish line will be between a blue flag on the RC signal boat and a nearby mark.

11 PENALTY SYSTEM

11.1 For all sailors, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a one-turn penalty.

12 TIME LIMIT

12.1 A boat starting more than 5 minutes after her starting signal will be scored DNS without a hearing. This changes Rule A4.

12.2 A race may be abandoned by the race committee if the leading boat has not rounded the first mark within 10 minutes of starting, or the time for the first boat to finish exceeds 20 minutes from start. This modifies rule 32. 12.3 Boats failing to finish within 20 minutes after the first boat in the fleet finishes will be scored one (1) point more than the number of finishing boats and will be scored TLE. This changes rules 35, A4.1, A4.2, A5, and A10.

13 HEARING REQUESTS

10.1 A boat intending to protest shall inform the signal boat, on the finish side, as soon as they finish,

10.2 Protest shall be delivered to the Protest Secretary at the clubhouse east room within 30 minutes after the signal boat has docked.

10.3 Protests shall be open and heard in the protest tent.

14 SCORING

14.1 The Low Point Scoring System, Appendix A, will apply.

14.2 If at least 6 races are completed, each boat's worst score will be excluded from her series score. There will be one throw out for every six races completed.

14.3 There may be as many as 18 races. One race constitutes a series.

15 SAFETY

15.1 All sailors are to check-in with the Race Committee each time they sail from shore to the Course.

15.2 Any sailor that retires from racing is to try and contact the Race Committee or if that is not possible, once ashore is to contact the SCYC manager to inform the Race Committee that the sailor is ashore.

17 RISK STATEMENT AND DISCLAIMER OF LIABILITY

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..

Attachment A

Optimist Courses

- A1: Start - W - L - Finish
- A2: Start - W - L - W - Finish
- A3: Start - W - L - W - L - W - Finish

All marks to be left to port

