

Kelly Park River Regatta

May 25 – 26, 2024

Hosted by: Indian River Yacht Club

SAILING INSTRUCTIONS (SIs)

1. RULES

- 1.1. The event is governed by the rules as defined in current *The Racing Rules of Sailing*. The championship conditions and the individual competitor's class rules, except as any of these are changed by the sailing instructions.

2. Eligibility and Entry

- 2.1. The KPRR Regatta is open to all single or multi-crew catamarans under 22.5 feet in length with a current US SAILING Portsmouth number.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions will be posted before 1000 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1. Notices to competitors will be posted on the official notice board, the location of which will be announced at the Competitors' Meeting
- 4.2. Other competitors' meetings may be scheduled as required.
- 4.3. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.
- 4.4. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

5. CODE OF CONDUCT

- 5.1. Competitors and support persons shall comply with reasonable requests from race officials.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed in the vicinity adjacent to the launch area unless otherwise noted.
- 6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than thirty minutes' in Race Signals AP.

7.SCHEDULE OF RACES

7.1. SEE NOR for Schedule.

7.2. The Principal Race Officer is the sole person responsible for determining when races will be started or abandoned. Decisions of the PRO in this regard are not subject to redress. This changes some Class Rules regarding wind strength limits.

8.CLASS FLAGS

8.1. All Class flags will be announced at the competitors meeting.

9.RACING AREA

9.1. The racing area will be off the Kelly Park sailboat launching area, and detailed at the skippers meeting.

10.COURSES

10.1. HCA Standard Courses will be used. Reference Addendum A and B for course geometry.

10.2. The "G" option may not be displayed by the RC. The leeward mark may be a single mark or a gate. If the leeward mark is a single mark, it shall be left to port.

11.MARKS

11.1. Marks are:

Mark A (weather mark), B (reaching mark), C (leeward mark), and G (gate marks) and will be described at the skippers meeting.

12.OBSTRUCTIONS

13.THE START

13.1. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

13.2. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

13.3. A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13.4. No later than the preparatory signal, the race committee shall signal or otherwise designate the course to be sailed. This changes rule 27.1.

13.5. Class flags will be described at the skippers meeting.

14.CHANGE OF THE NEXT LEG OF THE COURSE

14.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14.2. Except at a gate, boats shall pass between the race committee boat signaling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1

15. THE FINISH

- 15.1.** The finishing line will be between a staff displaying an Orange flag on the RC Signal Vessel and the course side of the finishing mark which will be described at the skippers meeting.
- 15.2.** The start/finish line is closed for the duration of a race unless a competitor is finishing.
- 15.3.** If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

16. PENALTY SYSTEM

- 16.1.** For all classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 16.2. PENALTY TAKEN AFTER A RACE:** After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

17. TIME LIMITS [AND TARGET TIMES]

- 17.1.** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are as follows:

Class	Race Target Time	Race Time Limit	Mark 1 Time Limit	Mark 1 Target Time
All	45 minutes	90 minutes	30 minutes	8-13 minutes

- 17.2.** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 17.3.** The Race Committee may, at its discretion, award points to a boat equivalent to the boat's position in a race. The Race Committee determines the method and order. *This changes RRS 35, A5.1, A5.2 and A10.*
- 17.4.** Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).
- 17.5.** Boats failing to finish within 45 minutes after the first boat finishes will be scored "Did Not Finish" without a hearing. This changes rules 35, A4.1 and A5

18. HEARING REQUESTS

- 18.1.** For each class, the protest time limit is 60 minutes after the RC Signal Vessel has docked after the last race of the day or 60 minutes after the RC signals “No more racing today,” whichever is later. *This changes RRS 61.3 and 62.2.*
- 18.2.** Hearing request forms are available at the notice board as described in instruction 2.1. Protests and requests for redress or reopening will be delivered there within the appropriate time limit.
- 18.3.** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in a location to be announced within 15 minutes of the protest time limit.
- 18.4.** The protest committee will hear protests in approximately the order received.

19. SCORING

- 19.1.** One race is required to be completed to constitute a series.
- 19.2.** (a) When fewer than four races have been completed, a boat’s series score is the total of her race scores.
(b) When four or more races have been completed, a boat’s series score is the total of her race scores excluding her worst score.

20. SAFETY REGULATIONS

- 20.1.** Competitors shall check in by hailing their sail number to the RC Signal Vessel before the start of the first race each day (and the first race following any postponement ashore). A boat is checked in when the RC acknowledges her by repeating her sail number.
- 20.2.** A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 20.3.** Competitors shall wear a life jacket, at all times while on the afloat, except for brief periods while adding or removing clothing. Such device shall verifiably meet the requirements of either the sailor’s national authority or of the government regulations that apply in the racing area. This changes RRS 40. The penalty for failure to comply with this rule shall be at the discretion of the protest committee, and may result in disqualification.
- 20.4.** Competitors from outside the U.S. may wear a life jacket approved by their nations’ certification authority to the extent permitted by international treaty.
- 20.5.** The life jacket must be worn outside of all clothing except that a thin shirt may be worn over the life jacket to prevent snagging. The life jacket may also be worn in such a way that a full trapeze harness is secured over the life jacket.

21.REPLACEMENT OF CREW OR EQUIPMENT

21.1.Substitution of competitors is not allowed without approval of the Race Committee.

21.2.Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

22.EQUIPMENT AND MEASUREMENT CHECKS

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

22.2.When instructed by a race official on the water, a boat shall proceed to a designated area for inspection

22.PRIZES

22.1.Awards will be presented at the Awards Ceremony after the conclusion of racing on the last day of the event.

23.RISK STATEMENT

23.1.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.** It is the personal responsibility of each competitor to determine his or her level of safety. The organizing authority shall not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

24.INSURANCE

24.1.Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000(USD) per incident or the equivalent.

SAFETY NOTES TO ALL SAILORS

WHILE THE EVENT SITE IS CLEAR OF ELECTRICAL POWER LINES, WHEN OFF-SITE – AVOID!!!

Whenever off-site whether raising or lowering a mast, while sailing, or moving your boat over land ALWAYS check for and avoid low overhead electrical power lines. If you see a power line, **AVOID IT! A MAST COMING IN CONTACT OR EVEN NEAR AN ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH TO PEOPLE ON OR TOUCHING THE BOAT!**

Addendum A – Illustrating the Course

No.	Course	Finish
1.	(S) A C/GATE A	(F) Downwind
2.	(S) A C/GATE A C A	(F) Downwind
3.	(S) A C/GATE A B C/GATE	(F) Upwind
4.	(S) A C/GATE A B C/GATE A	(F) Downwind
5.	(S) A C/GATE	(F) Upwind
6.	(S) A C/GATE A C/GATE	(F) Upwind
7.	(S) A C/GATE A B C A C/GATE	(F) Upwind

S = Start, A = Weather Mark, B = Reaching Mark, C = Leeward Mark, GATE = GATE, F = Finish

NOTE: Colors and/or shape of marks used in illustrations may not accurately represent the actual color or shape of marks used on the actual race course. Refer to SI 9, 10, and 12.

COURSE 1 and 2 DIAGRAM and ROUNDING ORDER (Not to Scale)

COURSE 1: START – A – C (or GATE) – A – FINISH

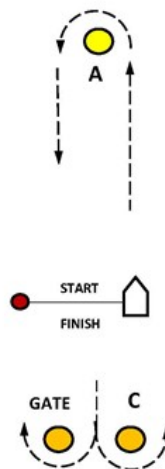
COURSE 2: START – A – C (or GATE) – A – C (or GATE) – A – FINISH



COURSE 5 and 6 DIAGRAM and ROUNDING ORDER (Not to Scale)

COURSE 5: START – A – C (or GATE) – FINISH

COURSE 6: START – A – C (or GATE) – A – C (or GATE) – FINISH



Addendum B – Illustrating the Optional Wave Course

No.	Course	Finish
1W	(S) A B C/GATE A	(F) Downwind

NOTE: Colors and/or shape of marks used in illustrations may not accurately represent the actual color or shape of marks used on the actual race course. Refer to SI 9, 10 and 12.

