



# SAILING INSTRUCTIONS

## BLUEGRASS CUP

*April 11-12, 2025*

Hosted By

Green Turtle Bay Resort & Marina  
Commonwealth Yacht Club

&

Bluegrass Sailing Club

### 1. RULES:

1.1. The regatta will be governed by the rules as defined by The Racing Rules of Sailing 2025 - 2028 (RRS).

2. NOTICES TO COMPETITORS: Notices to competitors will be posted on the official website of Regatta Network - <https://www.regattanetwork.com/event/29125>

### 3. CHANGES TO SAILING INSTRUCTIONS:

3.1. Any change to these Sailing Instructions will be announced at the skipper's meeting or posted on the official website by 0700 the day of racing.

### 4. SIGNALS MADE ASHORE:

4.1. Signals made ashore will be displayed from the flagpole at Green Turtle Bay Marina.

### 6. CLASSES:

6.1. Classes will be as defined in the Notice of Race.

6.1.1. Spinnaker

6.1.2. JAM A

6.1.3. JAM B

7. COURSE: The approximate anticipated location of the marks and the order in which they are to be rounded will be posted on the website and/or reviewed at the

skippers meeting. Marks of the course are to be left to port unless otherwise instructed.

#### **8. MARKS:**

**8.1. Marks of the course are the Red Nun Primary Buoy near the 42.2 Mile Marker on the Tennessee River.**

**Coordinates for the Red Nun at Kenlake per Navionics:**

**36° 45.97' N \* 88° 7.19' W**

**8.2. All boats must pass to the east of Star Lime red nun buoy throughout the course due to underwater hazards west of this area.**

**Approximate Coordinates from Navionics:**

**Coordinates of Star Lime Red Nun = 36° 56.352 N - 88° 11.731 W**

**Due to submerged navigational hazards in several areas along the west side of the lake which includes this race course, it is strongly recommended that you monitor your navigation charts and instruments carefully.**

#### **9. THE START:**

**9.1. The starting order for the race will be announced at the skipper's meeting.**

**9.2. The race will be started in accordance with RRS 26.**

**9.3. Boats are required to check in with the Committee Boat using VHF Channel 72 prior to the 6 minute courtesy warning.**

**9.4. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and an orange cylinder on the port-end starting line.**

**9.5. The race committee may, no later than the warning signal, trail a mark from the stern of the race committee boat stationed at the starboard end of the starting line. The trailing mark will be considered to be an extension of the race committee boat. No boat may pass between the trailing mark and the race committee boat.**

**9.6. Boats whose warning signal has not been made shall avoid the starting area after the first warning signal of a race and shall not interfere with boats that are in their starting sequence.**

**10. RECALLS:** When individual recalls are signaled, the race committee may (at its discretion) attempt to hail the sail numbers of the recalled boats by VHF radio on channel 72. This changes RRS 29.1. Failure of the race committee to hail or failure of a boat to hear the hail of its sail number shall not relieve the boat of its obligation to start correctly. This changes RRS 62.1(a).

**11. SHORTENING OF COURSE AFTER THE START:**

**11.1.** When shortening the course, a race committee boat will be stationed within a leg of the course. The display of Code Flag "S" with two sound signals indicates competitors should finish between the race committee boat displaying code flag S and the nearby mark(s) as described in RRS 32.2.

**11.2.** The race committee will determine the shortened course length if weather or light wind prohibits the full 36 mile course.

**12. THE FINISH:** The finishing line will be between a staff displaying an Orange flag on a race committee vessel and the course side of the orange finishing mark.

**13. TIME LIMIT:** The time limit for a race is 1830 (6:30 PM) Saturday, April 12, 2025. Boats not finishing by the time limit will be scored DNF.

**14. PROTESTS**

**14.1.** A boat intending to protest shall attempt to notify the finish line race committee boat of its intent to protest and identify the protested boat at the first reasonable opportunity. This changes RRS 61.1(a).

**14.2.** Protests will be written and delivered to the Protest Committee Chairperson before the end of "Protest Filing Time," which will begin when the committee boat docks and end 20 minutes later. These times will be posted on the official notice board.

**14.3.** Protest notices will be posted within 20 minutes of the end of "Protest Filing Time" to inform competitors of the place and time of hearings.

**14.4.** Protests will then be heard as soon as possible, in approximately the order of receipt.

**15. SCORING:**

**15.1.** Wind dependent BSC PHRF handicaps and Time-on-Time adjustment factors will be used.

**15.2. Time Correction Formula (TCF) =  $650/(f+PHRF)$  where  $f = 650$  for light air,  $550$  for moderate air, and  $450$  for heavy air as assessed by the Race Committee.**

**15.3. All Scoring for the Bluegrass Cup will be based on the official BSC PHRF assigned by the BSC Race Committee.**

## **16. SAFETY REGULATIONS**

**16.1. For all competitors' safety, VHF Radios are mandatory.**

**16.2. A boat that retires from a race shall notify the race committee as soon as possible.**

**16.3. Channel 72 is the official BSC - RC communications channel and appropriate for communicating with fellow competitors. The Intership Navigation Safety Channel 13, and International Distress, Safety & Calling Channel 16 are your best channels to communicate with barge traffic.**

**16.4. The course, set on Kentucky Lake, may intersect the navigational channel. Commercial traffic (barges) and deep-draft craft in the channel have right-of-way over sailboats and must be treated with utmost respect. Competitors are encouraged to monitor their VHF radio for warnings and communication with other vessels as it relates to these "right of way" vessels.**

**16.5. When a boat is becalmed or otherwise unable to sail out of the channel before an approaching barge is half a mile distant, she may use her engine or any other method to clear the channel provided the boat does not thereby gain a significant advantage in the race. This changes RRS 42.3(h).**

**16.6. When a boat sailing under these rules meets a vessel that is not, the rules of Part 2 (When Boats Meet) are replaced by the Inland Navigation Rules. Any boat impeding the passage of a right-of-way vessel is subject to protest by the race committee or the protest committee.**

**16.7. All boats racing in the Bluegrass Cup must have an auxiliary motor, in safe operating condition onboard.**

**17. PRIZES: Prizes will be awarded to the top finishers in each class.**

**18. WAIVER:** Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. Competitors agree that the race organizers (organizing authority, race committee, protest committee, host clubs, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As an inducement to the race organizers to produce the regatta, each competitor agrees that by participating in this event each competitor is deemed to have waived all claims against and released the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law and is deemed to have warranted that he has obtained this same release of the race organizers by each crew member.

**19. INSURANCE:** Each participating boat must be insured with valid third-party insurance.

**20. CYC PARTICIPATION REQUIREMENTS:**

- The Commonwealth Yacht Club recommends everyone wear a U.S. Coast Guard approved Personal Floatation Device (PFD) to participate in club races and any on-the-water events.
- All competitors in the Bluegrass Cup Regatta must comply with all U.S. Coast Guard requirements for the boat they are on.
- All boats racing in the Bluegrass Cup must have an auxiliary motor, in safe operating condition onboard.

**FURTHER INFORMATION** - For further information please contact

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