



# *Catamaran Racing Association of Wisconsin Regattas*

*Updated June 2025*

## SAILING INSTRUCTIONS (SIs)

### **1 RULES**

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing 2025-2028*.

### **2 CHANGES TO SAILING INSTRUCTIONS AND COMMUNICATIONS**

- 2.1** Notices to competitors will be posted on the official notice board located on-line at the Regatta Network Notice Board for each event.
- 2.2** On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel announced at the skippers meeting. All competitors are encouraged to have handheld VHF radios on their boat.

### **3 SCHEDULE OF RACES**

- 3.1** Number of races to be run at each event will be announced at the skippers meeting.
- 3.2** The scheduled time of the warning signal for the first race is 1030 on Saturdays and 1000 on Sundays.

### **4 COURSES**

- 4.1** Course to be sailed will be displayed on the race committee boat at the display of the Preparatory Signal for each fleet start.
- 4.2** Leave all marks to port, except for gates where boats shall sail between gate marks from the direction of the last mark, rounding marks to either port or starboard.
- 4.3** CRAW uses US Sailing regatta courses with the addition of course 8 which is a start to B mark.

**COURSE NUMBERS**

Course #	Course	Finish
1.	S A C A F	Downwind
2.	S A C A C A F	Downwind
3.	S A C F	Upwind
4.	S A C A C F	Upwind

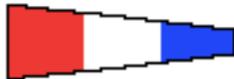
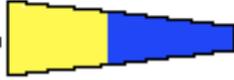
**5 MARKS**

5.1 Mark(s) will be orange-colored inflatable buoys, approx. 3' X 5' in size. Windward offset mark will be green. Start/Finish line will be yellow.

**6 STARTING/FINISHING**

6.1 There will be one start per race unless otherwise posted. Races will be started using RRS 26 with the warning signal made Five (5) minutes before the starting signal.

CRAW class flags as follow

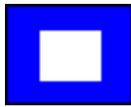
- 1  Class 1 (Code Flag 1) (White with red dot)
- 2  Class 2 (Code Flag 2) (Blue with white dot)
- 3  Class 3 (Code Flag 3) (Red-white-blue)
- 4  Class 4 (Code Flag 4) (red with white cross)
- 5  Class 5 (Code Flag 5) (yellow and blue)
- 6  Class 6 (Code Flag 6) (black over white)

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

**6.2** Starting Signals: The Starting Signals shall be in accordance with ISAF Racing Rules of Sailing for 2025-2028.

**6.3** Flags: Colored flags will be used as follows:

<u>Signal</u>	<u>Color</u>	<u>Minutes before Start</u>	<u>Audible Signal</u>
Warning	Class Flag	5	One Sound
Preparatory	P or I	4	One Sound
One-Minute	Prep Flag Down	1	One Long Sound
Starting	Class Flag Down	0	One Sound



P Flag



I Flag

**6.4** Start/Finish Line: The line will typically be located on the lower portion of the course. The line is defined by the “RC” flag on the committee boat at the starboard end and yellow buoy at the port end when looking upwind. The same line will serve for both starting and finishing unless the course is shortened. Boats shall pass through the Start/Finish line ***only*** when starting or finishing. Passing through the line at any other time after the start will result in a score of DNF unless the offending boat returns through the line in the opposite direction and continues on a corrected course.

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

**6.6** If any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel announced at the skippers meeting. A boat may not request redress based on the race committee’s failure to make a broadcast or to time it accurately. This changes RRS 61.1(a).

**6.7** A boat that does not start within ten (10) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

**6.8** Barging Mark: A barging mark may be set behind the committee boat. The barging mark IS an extension of the committee boat. Touching or going between the barging mark and the committee boat carries the same penalty as touching the committee boat.

**6.9** Finishing on the Water: In certain instances, the Race Committee may choose to finish boats at the last mark or on the course. The method of finishing and the finishing positions awarded are determined by the Race Committee.

**6.10** Time Limit: The time limit for finishing will be thirty minutes after the first boat in the same start has finished. (To be used at the Race Committee’s discretion)

**6.11** Race Validity: When the Race Committee abandons or cancels a race, no boat will be scored for that race.

## **7 CHANGE OF THE NEXT LEG OF THE COURSE**

**7.1** To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

## **8 SCORING SYSTEM**

**8.1** Scoring system will be as follows:

First - 1 point

Subsequent positions	Points same as finishing position
DNS (Did Not Start)	Number of boats registered plus one
DNF (Did Not Finish)	Number of boats registered plus one
DSQ (Disqualified)	Number of boats registered plus one
DND (Disqualified for Un-sportsmanlike conduct)	Number of boats registered plus one (cannot be discarded)
OCS (On course side)	Number of boats registered
RDG (Redress given)	Position as directed by the Protest Committee

**8.2** Open Fleet: Boats in the Open fleet are timed, and SCHRS system for rating multihulls is applied to their times to determine their finishes.

Throw-outs: If a regatta has five or more races, one race will be a throw out. A score of "Disqualified" (DSQ) may be thrown out. A score of "Disqualified Not Discardable" (DND) cannot be thrown out.

**8.3** Ties: All races of a given regatta will be used in breaking a tie. Ties will be broken in the following sequential method:

- 8.4**
1. Most firsts, seconds, etc.
  2. Comparison of each race (who beat who the most)
  3. Lowest cumulative corrected time (Portsmouth Fleet) or who beat who in the last race

Premature Starters: Boats over early which do not restart will be awarded a score of OCS.

**8.5** Improper Course: Boats that sail an improper course will be awarded a DNF.

## **SAFETY**

**8.6** Flotation Devices: Rule 40.1 is made applicable; each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

## **9.1 HITTING A MARK**

Hitting a mark of the course will require one 360 degree turn as a penalty.

**10            FLAGS AND SIGNALS**

**10.1**        General Recall: A general recall of all boats in a particular start will be signalled by displaying the "1st Substitute" flag and *multiple horn blasts*.

**11**

**11.1**



When a "General Recall" has been signalled, the Starting Signal remains displayed and becomes the Preparatory Signal for the fleet being recalled. The clock continues to run in the starting sequence. The General Recall Signal will be lowered without a sound signal one minute prior to the restart.

One Minute Rule: Following a "General Recall", ISAF 30.1 ("I Flag Rule") shall automatically be in force (around the ends rule) and the displaying of Code Flag 'I' shall not be required.

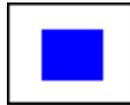
**11.2**        Individual Recall: Recall of individual premature starters may be made by hail of sail number from the committee boat and will be signalled by Code Flag "X" (a white flag with a blue cross). A *single horn signal* will precede the hailing. The responsibility for properly starting rests solely with each yacht.

**11.3**



Shortened Course: When the Shortened Course flag Code Flag "S" (a white flag with a blue square) is flown by the Committee boat, finish between the mark and the committee boat in the direction from the last mark.

**11.4**



Postponement: If a start is to be postponed temporarily, the signal will be the Code Flag "AP" (red & white vertical stripes) and *two horn blasts*. One minute after the flag has been lowered, the next signal displayed will be for the starting sequence that was postponed. For example, if the race is postponed during the preparatory (blue) flag, the next flag after the postponement will be the blue flag. If flown on shore, do not leave shore.

**11.5**



Abandonment: If a start or race is to be postponed indefinitely or abandoned, the signal will be the Code Flag "N" flag (blue & white checkerboard) and three horn blasts, Abandon race and head for shore. The Abandon flag may be flown by the committee boat and/or by any chase/safety boat in use by the regatta race committee.

**11.6**



## PROTESTS

12 Flag: For the purpose of Rule 61.1 (a) which requires the flying of a protest flag, a red flag (minimum 10 inches per side) is required unless the boat length is 21 ft. or under.

12.1 Signaling a Protest: A boat protesting another boat shall follow ISAF Part 5. Notify the Race Committee of intent to protest when finishing.

12.2 Filing: Protests must be filed within 30 minutes after the Committee boat hits the beach. Submit protest forms to the Race Committee, Commodore or Protest Chairman. (Protest forms are available from these people.)

12.3 Protests: Will be posted on the Regatta Notice Board.

12.4 Skipper Options When Protested: Skippers being protested have the following options:

- A. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. **URNS MUST BE COMPLETED IMMEDIATELY AFTER GETTING CLEAR OF OTHER BOATS.**
- B. Retire prior to finishing. Notify the Race Committee.
- C. Attend the protest Hearing and present your case.
- D. Options A & B do not absolve violations determined to be DND violations by the Protest committee.

Hearing: Protests will be heard on the filing day. It is the responsibility of the involved parties to find the time and place of the protest meeting with concurrence from the Protest Committee.

12.5 REDRESS: Redress will be considered by the Protest Committee in situations where a boat stops racing to come to the aid of a person or boat whose safety is in jeopardy. Redress is requested via a protest form.

## RISK STATEMENT

12.6 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.**

## 14 SPECIAL INSTRUCTIONS

Special instructions and modifications to these instructions will be posted on the Regatta Notice Board online in Regatta Network. It is the responsibility of each skipper to read the Regatta Notice Board.

**16 SCORING SEASON POINTS**

CRAW will use appendix A of the US sailing edition of the Rules of Racing High Point Percentage Scoring System as modified below.

1. Races to count and Minimum Required

The series will consist of all regattas that are CRAW point's regattas. To qualify for inclusion in the final series results a skipper must be a member in good standing of CRAW.

2. Race Scores (Season Scoring)

Define "N" to be the number of boats that compete in a particular regatta. Each boat finishing that race and not thereafter retiring or being disqualified will be scores as follows:

<u>Finishing Place</u>	<u>Score</u>
First	N
Second	N-1
Third	N-2
Fourth	N-3
And so forth	

All other boats that compete in that race, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will also be scored as 0 points.

A CRAW skipper who does not race due to running a regatta (committee boat work, chase boat) will be awarded first place points for the regatta (of individual races). Race Committee must be run, assisted or organized every other year by individual sailors in order to be eligible for season points.

In addition, the CRAW member(s) that places fourth overall at an event is to provide a recap submission to the Webpage Editor or Secretary prior to the start of the succeeding regatta. Failure to provide a write-up will strip the boat of being scored for all future races until the recap is received. If recap is received on the Saturday of the start of a regatta weekend it is due, the boat will not be scored.

3. Series Scores

At the end of the season, one race will be discarded for each CRAW points regatta (Example: 7 CRAW points regattas, discard 7 races). The lowest point

finishing race scores will be discarded from each skippers total score to determine the sum of his/her race scores.

The series score for each boat will be a percentage calculated as follows: Divide the sum of his/her race scores (excluding throw-outs) by the sum of the points he/she would have scored if he/she had placed first in all races of the CRAW season: Multiply the result by 100. The boat with the highest series score percentage is the winner, and all others are ranked accordingly.

#### 4. Breakdown of Unpaid-member Scoring

Non-members – Skippers: A non-CRAW member is allowed one free scored race event with the club that may count toward season points. After that, they must be paid members for subsequent races to count towards season points.

Non-members – Crew: A non-CRAW member crewing more than two (2) times per season requires the purchase of an Associate Membership.

Paid club members: Season scoring for renewing members begins with the next regatta following their yearly membership renewal.