

Augusta Sailing Club
2026 Winter Series/Mid-Winter Cup
Sailing Instructions
Strom Thurmond Lake at Clarks Hill
Amended 2/4/2026

1. Rules: The series will be governed by The USSA Racing Rules of Sailing, USSA Prescriptions, and Augusta Sailing Club PHRF Class Rules current at the start of the Series, except as any of these are modified by these Sailing Instructions. This set of Sailing Instructions is based on the Racing Rules of Sailing for 2025-2028 (RRS).
2. Entries: Registration forms must be completed and submitted to the Sailing Club representative before entrants become official competitors. PHRF boats must have a current PHRF rating certificate issued by the Augusta Sailing Club.
3. Rating: No boat having registered with a particular rating shall make any changes that would result in more advantageous performance during the series.
4. Sail Number: Each boat must provide a sail number at registration and must display that sail number when racing. A boat may change its sail number during the series provided the boat promptly notifies the race committee before the race, and makes no change that would violate Paragraph 3.
5. Changes to Sailing Instructions: Any change to the sailing instructions will be posted before 0830 hours on the day they are to take effect, except that any change to the schedule of races will be posted by 2100 hours on the day before it will take effect. Changes to a sailing instruction may be made on the water by hailing or radio communication with all competitors.
6. Communications with Competitors:
Notices to competitors will be posted on augustasailingclub.com, on the official notice board located in the Augusta Sailing Club clubhouse, or on the notice board on the Race Committee Boat. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72 unless otherwise directed by the Principal Race Officer.
7. Signals Made Ashore:
 - 7.1. Signals made ashore will be displayed from the flagpole located next to the Augusta Sailing Club clubhouse.
 - 7.2. When flag AP (Answering Pennant) is displayed ashore with two sound signals, the race is postponed. The warning signal will be made not less than 30 minutes after the flag AP is lowered with one sound signal.
8. Schedule of Races: Dates and times are as posted in the applicable Notice of Race (NOR).
9. Courses:
 - 9.1. The course will be posted on the notice board on the Race Committee Boat.
 - 9.2. The Race Committee may also use number pennants to signal the number of legs in the race.
 - 9.3. The course will be sailed in accordance with Rule 28. On both windward-leeward and triangular courses, marks will be left to port. Boats shall cross the finish line on the most direct course from the last mark before the finish.

- 9.4. For the pursuit race, instructions will be given at the skippers meeting if any marks on the return leg may be left to starboard.
10. Marks: All marks will be orange, yellow, or green inflatable marks or US Government markers, including the starting and finishing marks.
11. The Start:
- 11.1. Competitors must check in at the race committee boat before the start.
 - 11.2. The starting line will be between the starting mark and a staff displaying the orange flag on the race committee boat.
 - 11.3. The order of fleets will be posted on the notice board on the race committee boat.
 - 11.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
 - 11.5. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
 - 11.6. Recalls will be signaled in accordance with RRS 29.
 - 11.7. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
 - 11.8. The start line for the pursuit race will be between the end of F dock and a marker designated by the race committee.
12. The Finish: The finishing line will be the same line as the starting line.
13. Changes to the Course After Start:
- 13.1. RRS 32 and 33 apply.
 - 13.2. Minor adjustments in a mark's location will not be signaled. This changes RRS 33.
14. Time Limits:
- The time limit for the first boat to finish will be ninety (90) minutes. If no boat finishes within the time limit, the race shall be abandoned.
- 14.1. A boat of the PHRF Spinnaker Fleet finishing more than 30 minutes after the first boat of that fleet finishes will be scored "DNF."
 - 14.2. A boat of the PHRF Non-Spinnaker Fleet finishing more than 30 minutes after the first boat of their division finishes will be scored "DNF."
 - 14.3. A boat in the E Scow fleet finishing more than 30 minutes after the first boat of that fleet finishes will be scored "DNF".
 - 14.4. A Portsmouth Dinghy fleet vessel finishing more than 30 minutes after the first boat of that fleet finishes will be scored "DNF".
 - 14.5. Time limits may be modified by the NOR.
15. Scoring General:
- 15.1. Scoring of each race for time-handicapped fleets will be based on corrected times. Corrected times will be calculated by the time-on-time method using the approved Augusta Sailing Club PHRF ratings or RYA Portsmouth Yardstick handicap ratings. Spinnaker, non-Spinnaker, one-design fleets, and Portsmouth Dinghy fleets will each be scored separately. The non-Spinnaker fleet will be divided into 2 divisions with the Blue division consisting of boats

with a PHRF rating below 240 and the Red division consisting of boats with a rating of 240 or higher.

15.1.1. In the event either the Blue Fleet or the Red Fleet have less than 5 registrants, at the time of first race of the series, the fleets will be consolidated into one fleet for the series and Mid Winter Cup.

15.2. One-design fleets will be scored in the order of finish.

15.3. The pursuit race will be scored for each division by the order of crossing the finish line.

16. Scoring for the Series:

16.1. Completion of (1) race on one (1) race day will be sufficient to constitute a regatta for the Series.

16.2. Scoring will use the Low Point System described in RRS Appendix A. Rule A5.3 will apply.

16.3. The number of worst scores to be eliminated is based on the number of races completed. For every four (4) races completed, one (1) worst score will be eliminated.

16.4. Ties for the series will be broken as specified in RRS A8.

17. Scoring for embedded Regatta if applicable:

17.1. One race will be sufficient to constitute the Regatta.

17.2. Scoring will use the Low Point System described in RRS Appendix A. Rule A5.3 will apply.

17.3. No races will be excluded unless specified in the NOR.

18. Posting of Scores: Scores will be posted on the ASC web site by the first workday after a race day, and may be emailed to competitors of record. Scores for days before the final day will be considered final seven (7) days after dissemination. Scores for the final day of the regatta or series will be posted at ASC and will be considered final 15 minutes after posting.

19. Alternative Penalties: The two-turns turns penalty as provided in Rule 44 will not apply to a spinnaker boat provided the spinnaker boat has its spinnaker up when a rule is broken, drops the spinnaker completely while taking the penalty and resets the spinnaker immediately after taking the penalty, then the penalty is one full turn instead of two turns (one full turn including one tack and one jibe).

20. Protests: Protests shall be written and lodged with the Race Committee within the protest time. Protest time shall end 30 minutes after the Race Committee Boat docks.

21. Litter: Anyone seen willfully discharging litter into the lake shall be scored “DSQ” for that race or the previous race.

22. Risk Statement: Competitors participate in the regattas entirely at their own risk. 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 lake conditions, 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. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regattas.