

## Windmill Harbour One-Design Regatta/DDS&A Cup Regatta

May 2-4, 2014

Hilton Head Island, South Carolina

South Carolina Yacht Club is the Organizing Authority

### SAILING INSTRUCTIONS

#### 1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. Rules 35, A4 and A5 are changed as provided in instructions 9.4, 11.1 and 11.2. Rule 90.2 and Race Signals are changed as provided in instruction 3.2.

#### 2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the lobby of the South Carolina Yacht Club clubhouse.

#### 3 CHANGES TO THE SAILING INSTRUCTIONS

3.1 Any onshore change to the sailing instructions will be posted before 0900 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.

3.2 For an on-the-water change to the sailing instructions, flag L will be displayed from the race committee signal boat while anchored and the change will be announced on VHF channel 72. This changes rule 90.2 and Race Signals.

#### 4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the Club flagpole at the harbor side of the clubhouse.

4.2 When flag AP is displayed ashore, the warning signal will be made not less than 45 minutes after flag AP is lowered.

#### 5 SCHEDULE

5.1 Friday, May 2: Registration from 1730 to 1900 in the Chart Room on the second floor of the South Carolina Yacht Club clubhouse.

Competitors' meeting at 1830 in the Chart Room.

5.2 Saturday, May 3: The scheduled time for the warning signal for the first race is 1100.

5.3 Sunday, May 4: The scheduled time for the warning signal for the first race of the day is 1100. No warning signal will be made after 1600.

5.4 Flag A displayed, with no sound, while boats are finishing means "No more racing today."

**6 RACING AREA**

The racing area will be in Calibogue Sound near Windmill Harbour or, if conditions require, farther south in Calibogue Sound.

**7 COURSES**

**7.1** The courses to be sailed may be Windward/Leeward (designated by letter **L**) or Windward/Leeward/Windward (designated by letter **W**). The letter designating the course and the number of laps to be sailed will be displayed on a white board on the race committee signal boat and announced on VHF channel 72. See the attached course diagrams.

**7.2** If conditions permit, one of the races may be a distance race using the following course:

May River Course (designated by letter **M**): From the start, leave marker “R26” to starboard, leave marker “R2” at the entrance to the May River to starboard, round a temporary inflatable mark to be located approximately 200 feet southwest of marker “R4” in the May River (approximate location 32°11.93N, 80°48.23W) leaving the mark to port, leave marker “R2” at the May River entrance to port, leave marker “R26” to port and finish at the starting area.

Letter M, designating the May River course, will be displayed on a white board on the race committee signal boat and announced on VHF channel 72.

**8 MARKS**

Marks other than fixed markers will be orange inflatable buoys.

**9 THE START**

**9.1** Races will be started using the 3-minute Sound-Signal Starting System of Appendix S of *The Racing Rules of Sailing*. The race committee intends to make a series of short sounds before the sequence begins in order to attract attention.

**9.2** The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the starting line mark at the port end.

**9.3** Individual recalls will be signaled by the hail on VHF channel 72 of the sail number of each recalled boat. Flag X will be displayed.

**9.4** A boat starting later than 15 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

**9.5** Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.

**10 THE FINISH**

The finishing line will be between a staff displaying an orange flag on the race committee signal boat and the course side of finishing mark which may be the same as the starting mark.

**11 TIME LIMITS**

**11.1** The time limit for the first boat to finish a race on course L or W will be 75 minutes. Boats failing to finish course L or W within 15 minutes after the first boat

sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. This changes rules 35, A4, A5 and A11.

**11.2** The time limit for the first boat to finish a race on course M will be 120 minutes. Boats failing to finish course M within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. This changes rules 35, A4, A5 and A11.

## **12 PROTESTS AND REQUESTS FOR REDRESS**

**12.1** Protest forms are available at the front desk in the clubhouse. Written protest forms and requests for redress shall be delivered there within the time limit specified.

**12.2** The protest time limit is 45 minutes after the race committee signal boat docks. The protest time limit, a list of protests received and notices of protests by the race committee will be posted on the official notice board. Hearings will be held as soon as possible after racing each day in the Board Room on the second floor of the clubhouse.

**12.3** A request for redress or reopening based on a protest committee decision shall be made no later than 30 minutes after the requesting party was informed of the decision. This changes rule 66.

## **13 SCORING**

**13.1** The race committee will attempt to complete as many races as practicable in the prevailing conditions. One race is required to be completed to constitute a series.

**13.2** The Low Point Scoring System of Appendix A will apply except that when fewer than five races have been completed, a boat's series score will be the total of her race scores. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

**13.3** Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points by the race committee without a hearing. The total shall not exceed the total number of boats entered in the class.

## **14 SAFETY REGULATIONS**

**14.1** Prior to the first starting sequence each day, each boat shall come within hail of the race committee signal boat on starboard tack and hail its sail number. The race committee will acknowledge check-in by repeating the sail number.

**14.2** A boat that retires from a race or leaves the racing area between races shall notify the race committee as soon as possible on VHF channel 72.

**14.3** All boats shall keep clear of commercial vessels that are restricted in their ability to maneuver, including tugs with or without barges, ferries and cruise ships. Only the race committee may protest breaches of this rule.

## **15 PROPULSION**

A boat that runs aground may use her engine to get clear provided the boat does not gain a significant advantage in the race by doing so. A boat that uses its engine in accordance with this exception to rule 42 shall complete a One-Turn penalty after shutting off and stowing its engine.

**16 RADIO COMMUNICATIONS**

**16.1** The race committee will monitor VHF channel 72. Communications by the race committee to competitors by VHF radio shall not be grounds for redress.

**16.2** Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications that are not available to all boats. This restriction also applies to mobile telephones and computer applications.

**17 PRIZES**

The DDS&A Cup provided by Domenico De Sole & Associates will be awarded to the winner of the Harbor 20 class. That trophy and other prizes will be presented as soon as practicable after the completion of racing and any protest hearings on Sunday, May 4 on the South Carolina Yacht Club deck near the Club flag pole.

**18 DISCLAIMER OF LIABILITY**

Competitors participate in this regatta entirely at their own risk. See rule 4, Decision to Race. Competitors acknowledge that sailing involves potential risks. As a condition of their participation in this regatta, competitors release all claims they may have against South Carolina Yacht Club and its officers, directors, members and committees for damage to property, personal injury or death sustained in conjunction with or prior to, during or after the regatta. Competitors shall be responsible for damage or injury caused by their breach of *The Racing Rules of Sailing* or applicable governmental rules for the avoidance of collision.

**RACE COMMITTEE**

Wayne Bretsch, Principal Race Officer

Gretchen Bretsch

Arthur Brown

Jerry Brown

Jean Eisele

Thomas Eisele

Judith Lawrenson

William Lawrenson

Marguerite Miletic

Philip Perkins

ATTACHMENT

