



**NORTHEAST REGION CHESAPEAKE CUP
SAILING CHAMPIONSHIPS
October 5-6, 2019**

SAILING INSTRUCTIONS

1.0 Rules

The regatta will be governed by the most current ISAF Racing Rules of Sailing and the BSA Guide to Safe-Boating Standards, except as these are altered by the Sailing Instructions and the Official Notice of Race.

1.0 Notices to Competitors

Notices to Competitors will be posted on the Official Notice Board located at the Sailing Center Chesapeake. All changes to the Sailing Instructions will be provided orally at skipper's meetings normally held at 0900 hours prior to each day of racing.

2.0 Changes to Sailing Instructions

3.1 Any 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 Verbal changes may be made by Event officials and will be confirmed by posting. All changes to the Sailing Instructions will be provided orally at the Skipper's meetings normally held at 0900 prior to each day of racing. No changes will be made to these rules without the express permission of the Regatta Chairman and the Race Chairman.

3.3 Changes may be made to the Sailing Instructions for safety purposes by the Race Committee outside of these times. Notice of such a change will be posted on the Official Notice Board within 30 minutes of the change.

3.0 Signals Made Ashore

No Signals made will be made ashore.

4.0 Schedule of Races

4.1 The warning signal for the first race of each day will be at 0930 hours.

4.2 No race will start after 1700 on Saturday October 4 or after 1230 Sunday, October 5



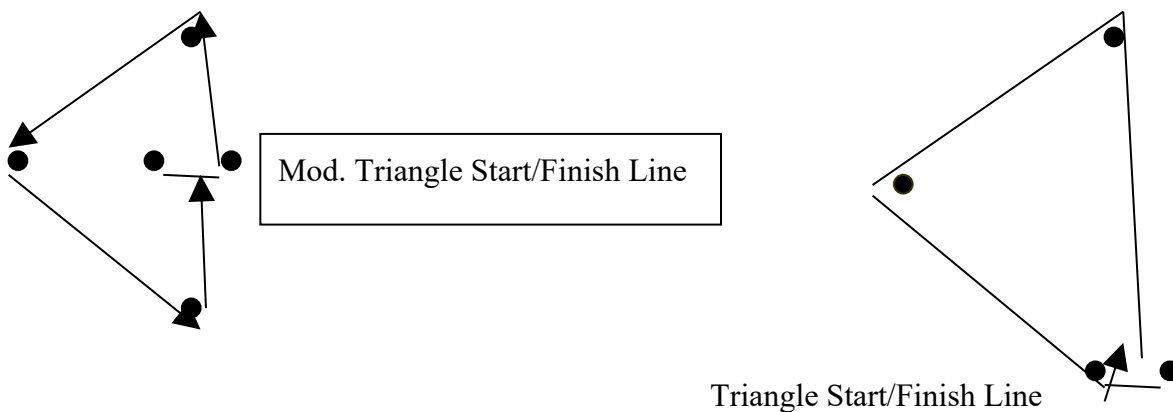
4.3 It is the intent of the race committee to sail at least 8 races.

5.0 Racing Area

It is anticipated that the racing area will be just off the Tall Timbers Marina. This may be altered as weather conditions dictate.

6.0 The Course

- 6.1 Course Diagram. A diagram of courses will be posted on the Official Notice Board, and Special Notice Board. The courses that could be sailed are triangle, modified triangle, triangle-windward, triangle-leeward (Gold Cup), windward-leeward, and modified windward-leeward.
- 6.2 Daily Courses. The courses to be sailed for each race will be indicated by verbal command from the Race Committee and displayed on a course board on the Race Committee vessel no later than the warning signal of that race.
- 6.3 Race Committee Sets Courses. The Race Committee shall make every attempt to set courses which take the majority of the fleet thirty (20 to 30) minutes to complete. Any Crew which does not complete the course within ten (10) minutes of the first vessel to cross the finish line shall be scored "Did Not Finish" ("DNF") for that race.



7.0 Marks

The marks will be temporary club marks and will consist of orange balls or cylinders. The Start/Finish line will be between a temporary club mark and a Race Committee boat.



8.0 The Start

8.1 The starting sequence will be according to the Sound-Signal System as defined in the RRS.

8.2 The starting line will be between a staff or halyard displaying an orange flag on the main committee boat and the course side of a mark designating the port end of the Starting Line.

9.0 Change of the Position of the Next Mark

9.1 Race Committee May Change Mark Position. After the starting signal, the Race Committee may change the position of any mark, provided that no vessel is on that leg of the course, although the new mark may not be in position. To change the position of the mark, the Race Committee shall move the original mark to a new position. Any subsequent marks in the course after the moved mark may be relocated to preserve the course configuration without further signal; this alters RRS 33.

9..2 Notice of Changed Mark. If there is a change of mark position, a Race Committee vessel will display code flag “CHARLIE” and make repetitive sound signals before the leading boat has begun the leg. No compass bearing to the new mark shall be displayed; this alters RRS 33.

10. Recalls

10.1 Individual recalls will be made by hailing the sail numbers of the vessel(s) concerned. Code flag “X-RAY” will be displayed for a maximum of two (2) minutes and one sound will be made. It is the responsibility of the competitors to start properly after any recall. . If the vessel(s) concerned does not hear the hail, it is no fault of the Race Committee; this alters RRS 29.1..

10.2 General Recall. A general recall will be signaled orally and by two sounds. Code flag “FIRST SUBSTITUTE” will be displayed. After a general recall, RRS 30.1 shall apply without display of code flag “INDIA” (1-minute rule)..

11. The Finish

The Finish line will be in the same position as the starting line unless there has been a course change. The finish line will be between a designated mark and a flag on the Race Committee vessel. If the course is shortened at a mark, finish between the near mark and a Race Committee vessel displaying code flag “SIERRA”.



12. **Protests**

- 12.1 RRS 61.1(a) Modified. RRS 61.1(a) is modified with the additional requirement that a Crew intending to protest another Crew shall notify the Race Committee Finish Line Vessel immediately after their finish and indicate their intent to protest and the identity of the Crew to be protested..
- 12.2 Protests Written. Protests shall be written on forms available from the Protest Secretary at the Sailing Center. Protests shall be filed within forty-five (45) minutes of the official arrival of the Race Committee vessel at the dock. A notice will be posted stating the official arrival time of the Race Committee vessel.
- 12.3 Protests Heard by Race Jury / Judges. Protests shall be heard at the convenience of the Race Jury/Judges each day.
- 12.4 Arbitration. For protests involving an alleged breach of the Rules of Part 2 of the RRS, no arbitration hearing will be held prior to the protest hearing.

13. **Penalty System**

A Crew that has broken a rule of Part 2 while racing shall take the following penalty: After getting well clear of the other boats as soon after the incident as possible, a boat takes a Two Turn Penalty by promptly making two turns in the same direction including two tacks and two gybes in compliance with rule 44.2 of the RRS..

14. **Scoring**

- 14.1 Low Point Scoring System. The low point scoring system of RRS Appendix A will apply, except that each Crew's series score will be the sum of all of their race scores without discard. Each Crew will be scored independently and that Crew's regatta score shall be the total of their race scores. The lowest series score wins.
- 14.2 RRS A4.2 Modified. RRS A4.2 is modified such that a Crew that does not start, did not finish, retires after finishing, or is disqualified, will be scored one (1) point more than the number of competitors entered in their respective fleet
- 14.2 Three(3) races are required to be completed to constitute a regatta.
- 14.3 When 8 or fewer races have been completed, a crew's regatta score will be the total of her race scores. When 9 or more races have been completed, a crew's regatta score will be the total of her race scores excluding her worst score. The Crew with the lowest series score wins the sail off.
- 14.5 Practice Scores Not Carried Forward. Scores from the practice racing results shall not carry forward to the Regatta fleet results except as noted in Part 5.4.1 - Fleet Divisions, Preliminary Fleets



15. **Fleet**

15.1 Sail Numbers. To determine their starting sail number, crews will be assigned by alphabetical order. The Crews will not rotate vessels as prescribed in the Sailing Instructions and as posted on the Official Notice Board and Special Notice Board. Racing will proceed as prescribed in the Sailing Instructions Part 4.

16. **Safety**

16.1 Appropriate Clothing and Footwear. All Participants are required to wear appropriate clothing and footwear while racing or sailing at the Event. Clothing must be clean and in good repair. No torn or damaged clothing or footwear will be permitted. Participants are prohibited from wearing any branded clothing items such as items with commercial or political advertising or logos, inappropriate language, etc. Footwear must appropriate for sailing, be closed-toed and be of a type that does not easily fall off of the Participant's feet such as sandals or thongs; footwear must be laced, or use of Velcro or other type of secure fastener.

16.2 Life Jackets. All Participants should provide their own personal equipment including life jackets, which must be worn while racing near the water at the Event. Life jackets must be of Type III US Coast Guard approved flotation device, or better. Inflatable life jackets may not be worn by race crews. If you do not have a USCG approved life jacket, one will be furnished.

16.3 Any Participant not wearing all safety gear while on or near the water will first be given a warning. Subsequent failures to wear a life jacket or other required safety gear will result in being (a) disqualified from that race, and or (b) disqualified from that days racing schedule.

16.4 The Race Committee will make a determination regarding the continuation or abandonment of any race based on the prevailing weather conditions.

16.5 The Event shall be sailed in all conditions except if vessels, under proper command, cannot maintain steerage or if the wind, as determined by the Race Committee, is greater than twenty (25) knots, or if the Race Committee or the Water Safety Officer determines conditions are unsafe or any reason. This rule may be altered verbally at any Skipper's meeting.

17. **Prizes**



Overall, Northeast Region Sea Scout Sailing Championships awards based on cumulative scores for the event will be presented to first, second, third, fourth and fifth place crews after the final race. Ship of the winning crew shall receive a trophy for each participant. Ribbons will be awarded to the next four place crews.

18. Other Information

18.1 Vessels The organizing authority shall supply, or cause to be supplied, FJ sailboats for the races. Standing rigging shall not be adjusted, except in the event of a safety issue. Notice should be given to the Vessels Manager prior to leaving the dock or to the Race Committee prior to the warning sound after any adjustments to the standing rigging. Crews are responsible for knots, ring-dings, and pins, and shall inspect their vessels and address discrepancies prior to leaving the dock or before the warning signal.

18.2 Breakdowns

18.2.1 Vessel Hails Race Committee. A vessel suffering a breakdown shall hail the Race Committee as soon as practicable and, if possible, continue racing; this alters the rule under RRS Appendix D 5.1.

18.2.2 Finishing Position Diminished. If the Race Committee determines that the Crew's finishing position was significantly diminished due to the breakdown; and that the breakdown was not the fault of the Crew; and that in the same circumstances a reasonably competent Crew would not have been able to avoid the breakdown; it shall make as equitable a decision as possible, which may order the race to be re-sailed or, when the Crew's finishing position was predictable, award them points for that position. In case of doubt about their position when the vessel broke down, the doubt shall be resolved against the Crew.

18.2.3 Defective Vessel Equipment. A breakdown caused by defective vessel equipment or a breach of a rule by an opposing Crew shall not normally be determined to be the fault of the Crew. However a breakdown caused by careless handling, capsizing or a breach by a vessel of the same Crew shall be considered the Crews fault. Any doubt about the fault of the Crew shall be resolved in the Crew's favor.

18.3 Redress in the Case of Boat or Equipment Failure

18.3.1 Vessel Equipment Failure – No Fault of Crew. In the event of a vessel equipment failure, which is not the fault of the Crew, the Crew may file for redress on forms available at the Sailing Center. This adds rule 62.1(e) which is described as SI 6.3



18.3.2 Filing Redress. The filing for redress shall follow the Part 5.1.2 of these Sailing Instructions.



Attachment A – Signals

| Sound Signal | Corresponding Time |
|---------------------------------|---------------------------|
| 5+ Short horn blasts | Preparatory Signal |
| 3 Long horn blasts | 3 minutes |
| 2 Long Horn blasts | 2 minutes |
| 1 Long blast and 3 short blasts | 1 minute and 30 seconds |
| 1 Long horn blast | 1 minute |
| 3 Short horn blasts | 30 seconds |
| 2 Short horn blasts | 20 seconds |
| 1 Short horn blast | 10 seconds |
| 5 Short horn blasts | 5, 4, 3, 2, 1 seconds |
| 1 Long Horn blast | Start |