



CRESCENT SAIL YACHT CLUB ONE DESIGN REGATTA JUNE 15-16TH



SAILING INSTRUCTIONS (SI)

The notation '[NP]' in a rule in the SIs means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1(a) and 60.1(b).

1 RULES

- 1.1 The regatta shall be governed by the "rules" as defined in the current *Racing Rules of Sailing* (RRS).
- 1.2 Broken sail stops made of yarn or rubber bands that fall in the water are trash, even if they are biodegradable. Putting sail stops in the water breaks rule 47 (see US Sailing Appeal/Question 110). [DP]
- 1.3 For other rules and documents that apply, please refer to the Notice of Race (NoR).

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted by 0900 on the day it will take effect, except that any change in the schedule of races shall be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors shall be posted on the official notice board located at https://www.yachtscoring.com/notice_board_summary.cfm?eID=16499. An unofficial notice board may be maintained on the glass by the south door of Crescent Sail Yacht Club (CSYC).
- 3.2 There will be a competitors' meeting for all classes on Saturday, June 15, at 0900 hours at the CSYC launch area.
- 3.3 On the water, the Race Committee (RC) will communicate via VHF radio. The Dinghy Course will use VHF channel 71 and the Keelboat Course will use VHF channel 68

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals ashore will be displayed from the flagpole on the north side of CSYC. Signals ashore flown above a Delta flag apply to the Dinghy Course only. Signals shore flown above a Kilo flag apply to the Keelboat Course only. Signals ashore without a course circle flag apply to all course circles.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in race signal AP. *This changes RRS Race Signals.*

6 SCHEDULE OF RACES

- 6.1 Saturday and Sunday, June 15, 16 – The scheduled warning signal for each day is 1100 hours.
- 6.2 The Race Committee (RC) will attempt to run as many windward / leeward races per day as weather conditions permit. There is no maximum number of races.
- 6.3 On the last scheduled day of racing, no warning signal will be made after 1500 hours.
- 6.4 Flag A displayed with no sound while boats are finishing means "No more racing today."

7 CLASS FLAGS

Refer to **Attachment A** for a description of the warning signal flags.

8 RACING AREAS

- 8.1 Refer to **Attachment B** for a chart of the racing areas.

9 THE COURSES

- 9.1 The diagrams in **Attachment C** show the courses (including the course designation number), the order in which marks are to be rounded, and the side on which each mark is to be left.
- 9.2 The F18 Class will have a separate (long) weather mark (1) which is not shown on these diagrams. There will be no offset mark (1a) set with the F18 Mark 1.
- 9.3 The RC intends to have a gate at the leeward end of the course and an offset at the windward mark. If there is no gate, the single leeward mark shall be left to port. If there is no offset, the single windward mark will be left to port.
- 9.4 The RC signal boat shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

10 MARKS

- 10.1 Refer to **Attachment D** for the mark descriptions in each race area.
- 10.2 The RC intends to use robotic marks. Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies. *This changes RRS 60.1(b).*
- 10.3 In the event a robotic mark malfunctions, the RC will either anchor it or replace it with an inflatable mark.

11 OBSTRUCTIONS

- 11.1 Grosse Pointe water intake crib east of CSYC marked with a small white buoy. (refer to NOAA Chart 14850).
- 11.2 Commercial ships transiting the St. Clair Ship Channel are severely limited in their maneuverability. A boat shall not interfere with a commercial vessel in the St. Clair Ship Channel [DP].

12 THE START

- 12.1 The starting line shall be between a staff displaying an orange flag on the signal boat and the course side of the starting pin mark as described in **Attachment D**.
- 12.2 Classes whose warning signal has not been made shall avoid the starting area during the starting sequence for classes [DP].
- 12.3 A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start without a hearing. *This changes rules A5.1 and A5.2.*
- 12.4 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 RC will attempt to broadcast her sail number on the assigned Division VHF channel. Failure to make a broadcast or the timing of the broadcast will not be grounds for a request for redress. *This changes RRS 62.1(a).*
- 12.5 The RC signal vessels will have a protection (barging) buoy held in place at the stern of the vessel. Since it is intentionally attached, it is part of the starting mark by definition. Rule 31 applies to the protection buoy and its attachment apparatus.
- 12.6 After the first race of the day, it is the intention of the RC to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 If there is a significant wind shift during a series of starting sequences, the race committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The magnetic bearing of the new weather mark will be displayed. Flag C will continue to be displayed to each class for which the Change Mark 1 applies.
- 13.2 To change the next windward leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.3 When a gate is moved, the original marks will be used.
- 13.4 The race committee may, without signal, move a mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark.

14 THE FINISH

- 14.1 The finishing line shall be between a staff displaying a blue flag on the signal boat and the course side of the mark described in **Attachment D**.
- 14.2 For a downwind finish, the finishing mark will be on the race committee signal boat's starboard side. For an upwind finish, the finishing mark will be on the RC signal boat's port side. Refer to the diagrams in **Attachment C**.

15 TIME LIMITS

- 15.1 The time limit for each race is ninety (90) minutes
- 15.2 If no boat has passed the Mark 1 (the initial windward mark) within thirty (30) minutes, the race will be abandoned.

16 PENALTY SYSTEM

- 16.1 RRS Appendix V shall apply.
- 16.2 For the F18 Catamaran class, the two-turns penalty is replaced by the one-turn penalty. *This changes RRS 44.1.*
- 16.3 NoR 9.2 is deleted.

17 HEARING REQUESTS

- 17.1 Hearing Request forms will be available online on the Yacht Scoring website, or at the Protest Desk located upstairs at CSYC.
- 17.2 Protests and requests for redress or reopening shall be delivered to the Jury Secretary at the Protest Desk within the appropriate time limit.
- 17.3 For each class, the protest time limit is 60 minutes after the docking of the RC signal boat for the race circle of the protesting boat.
- 17.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.5 Notices of protests by the race committee, technical committee, or protest committee will be posted to inform boats under RRS 61.1(b).

18 SCORING

- 18.1 Three (3) races are required to be completed to constitute a series.
- 18.2 In accordance with RRS A2.1, a boat's series score is the total of her race scores with no races excluded.

19 SAFETY REGULATIONS [DP][NP]

- 19.1 **Check-In** - Before the start of the first race of the day, competitors are requested to sail or motor past the stern of the signal boat on starboard tack and hail their sail number until acknowledged.
- 19.2 **Retirement** - A boat that retires from a race shall notify the RC as soon as possible.

20 REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]

- 20.1 Substitution of crew shall not be allowed without prior written approval of the RC.
- 20.2 Substitution of damaged or lost equipment shall not be allowed unless authorized by the RC. Request for substitution shall be made to the committee at the first reasonable opportunity.


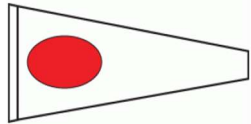



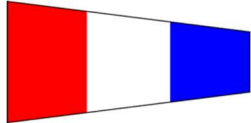



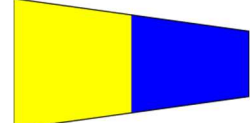
21 PRIZES

Series prizes will be awarded for 1st through 3rd places for all classes.

22 RISK STATEMENT

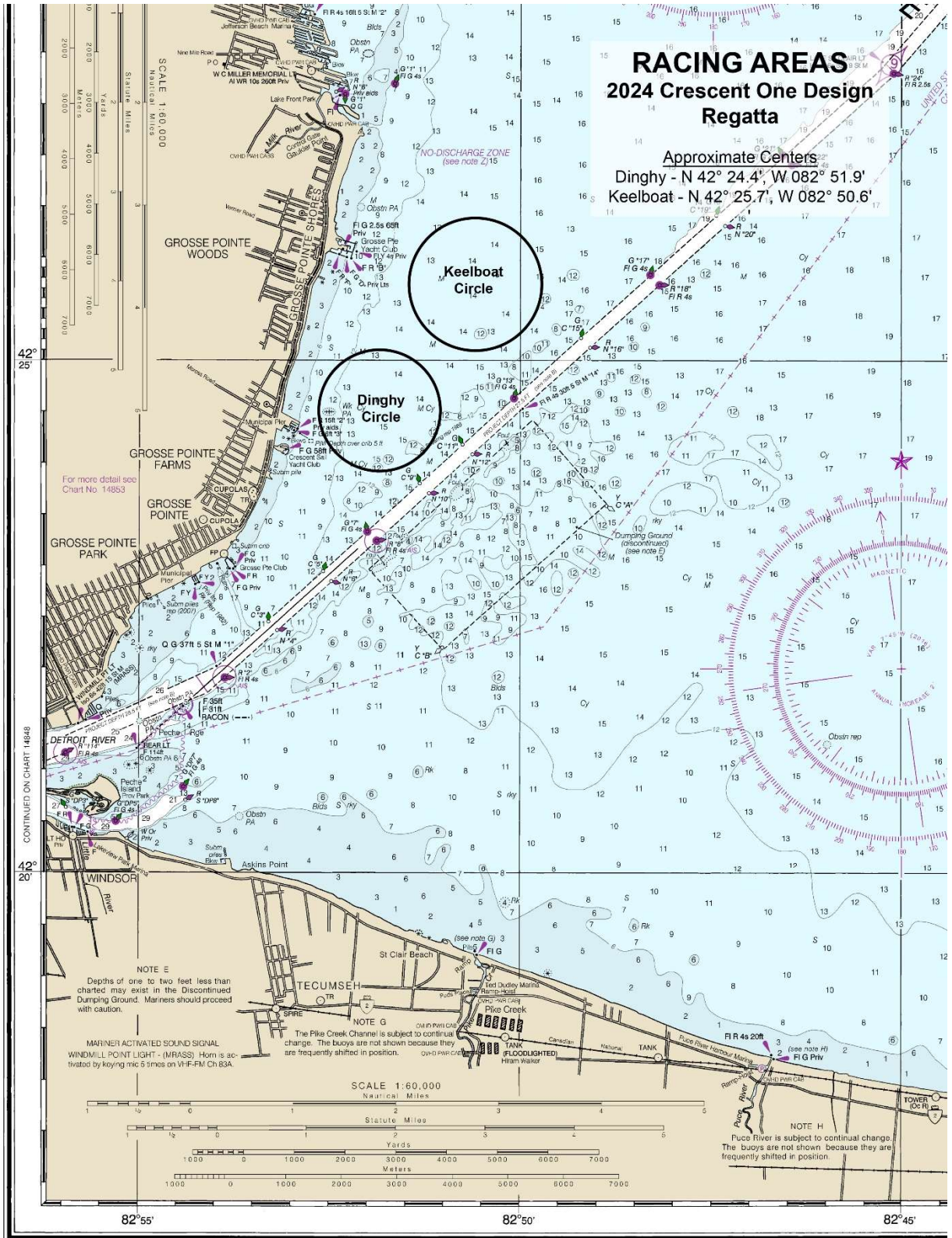
RRS 3 states: "The Responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough 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.**

ATTACHMENT A
Warning Signals / Division Assignments / VHF Channels

Dinghy Circle		Keelboat Circle	
VHF 71		VHF 68	
	F18		Star
	Lightning		Nonsuch 30
	Thistle		Catalina 27
	Flying Scot		Crescent
	Finn		Cal 25

ATTACHMENT B

Racing Areas



ATTACHMENT C

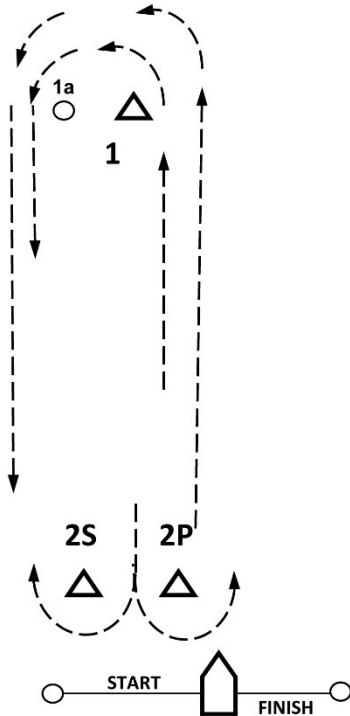
Illustrating the Windward / Leeward Courses

Courses 4 and 6 (Not to Scale)

Course 4: START – 1 – 1a – 2P/2S – 1 – 1a – FINISH
(2 laps / 4 legs, downwind finish)

Course 6: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – 1 – 1a – FINISH
(3 laps / 6 legs, downwind finish)

Mark 2 may be either a gate or a single mark left to port

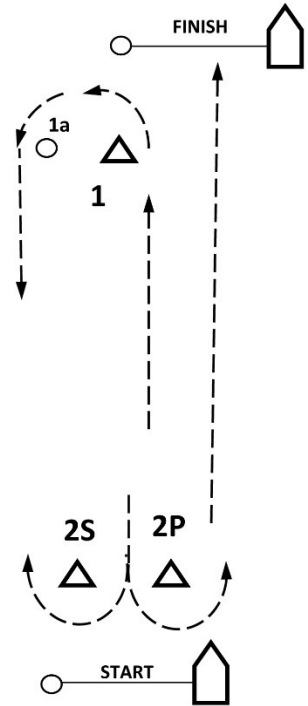


Courses 3 and 5 (Not to Scale)

Course 3: START – 1 – 1a – 2P/2S – FINISH
(1 ½ laps / 3 legs, upwind finish)

Course 5: START – 1 – 1a – 2P/2S – 1 – 1a – 2P/2S – FINISH
(2 ½ laps / 5 legs, upwind finish)














Mark 2 may be either a gate or a single mark left to port



If one of the gate marks is missing, the remaining mark is to be rounded to port.

The F18 Class will have a separate (long) weather mark (1) which is not shown on these diagrams.
There will be no offset mark (1a) set with the F18 Mark 1.

ATTACHMENT D
Mark Descriptions

	Dinghy Circle	Keelboat Circle
Start	Green MarkSetBot 	Green MarkSetBot 
Mark 1	Orange Tetrahedron 	Orange Tetrahedron 
F18 Mark 1	Green Cylinder 	N/A
Mark 1a	Orange Ball 	Orange Ball 
Change Mark	Yellow Tetrahedron 	Yellow Tetrahedron 
Marks 2S / 2P	Orange MarkSetBots 	Orange MarkSetBots 
Finish	Orange MarkSetBot 	Orange MarkSetBot 



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