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2013 Sperry Top-Sider Charleston Race Week

**Organizing Authority:
Charleston Ocean Racing Association
April, 18-21, 2013**

Inshore Circles 1, 2 and 3

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Equipment Rules of Sailing will apply.
- 1.3 US Sailing prescription Appendix T, sections A, B, and D shall apply.
- 1.4 In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.
- 1.5 US Sailing Prescriptions to RRS 60, 63.2 and 63.4 will not apply.

2 Notices To Competitors

- 2.1 Notices to competitors will be posted on the official notice board (s) located in the Race Village at Charleston Harbor Resort and Marina (CHRM) on the terrace.
- 2.2 Any questions concerning the notice of race, these sailing instructions, scoring, or any other issue shall be submitted in writing to Race Week Headquarters on the forms provided there. Replies will be posted on the official notice board(s).

3 CHANGES IN THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on the official notice board(s) 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 place.
- 3.2 For an on the water change to the sailing instructions: "L" flag shall be displayed with class flag, if appropriate. The change will be announced on the designated VHF channel. This changes RRS 90.2 (c) and Race Signals.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located on the dock outside the marina office.
- 4.2 When flag "L" is displayed alone ashore, it means that notice affecting all competitors has been posted. When flag "L" is displayed over numeral pennant(s) it means that the notice applies only to those sailing on the circles(s) corresponding to numeral pennant(s) displayed.

4.3 When flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 30 minutes”. This changes RRS Race Signals.

5 SCHEDULE OF RACES & EVENTS

5.1 Thursday, April 18

12:00-17:30 Registration

17:30 – 18:00 Skippers Meeting (Pavilion)

18:00 – 21:00 North Sails Local Knowledge Seminar and Opening Beach Party
Gosing’s Rum, Fish Tacos.

Friday, April 19

11:00 Inshore (Circles 1, 2 & 3) – first warning signal of the day

17:30-18:00 North Sails Panel Discussion M24s and M20s.

18:00-21:00 Beach Party, Goslings Rum, Low Country Feast, and daily awards at the Sperry Cottage.

Saturday, April 20

11:00 Inshore (Circles 1, 2 & 3) – first warning signal of the day

17:30-18:00 North Sails Panel Discussion J70s.

1800-21:00 Beach Party, Goslings Rum, Beer Bar and daily awards at the Sperry Cottage.

Sunday, April 21

11:00 Inshore (Circles 1, 2 & 3) – first warning signal of the day

16:00 – 18:00 Awards Ceremony Chile and Open Beer Bar.

- 5.2 Ten races (10) are scheduled. One (1) race for each class shall be completed to constitute a regatta for that class.
- 5.3 The race committee may run up to , but not more than, four (4) races in a single day.
- 5.4 Races that are postponed or abandoned for the day may be re-sailed unless it is the final day of racing.
- 5.5 To alert boats that a race or sequence of races will begin soon, the orange starting line Flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.6 On the last day of the regatta no warning signal will be made after 1400.
- 5.7 Flag “A” displayed, with no sound, while boats are finishing means “ No more racing Today” This changes RRS race signals.

6 CLASS FLAGS, BOW NUMBERS STICKERS, & SAIL NUMBERS

- 6.1 Class flag designations will be posted on the official notice board at Race Headquarters not later than 18:00 Thursday, April 18, 2013.
- 6.2 Each boat will be assigned a bow number. These bow numbers shall be displayed on both sides of the bow. Event bow stickers shall be attached to both sides of the boat's hull at all times while racing. The event stickers are to be mounted aft of the bow numbers. Boats failing to display bow numbers and event bow stickers may be subject to protest by the race committee only. This changes RRS 60.1 (a).
- 6.3 All boats shall display only the sail numbers under which she has entered, unless prior written approval is obtained from the race committee and posted on the official notice board.

7 RACING AREA

- 7.1 The racing areas are shown in "Circle Locations" in "Illustration C"
- 7.2 The racing area will be in the Charleston Harbor.

8 THE COURSES

- 8.1 The diagrams in Illustration C illustrate the courses, including the approximate angle between legs, the order in which the marks are to be passed and side on which a mark is to be left.
- 8.2 Numeral pennants will be displayed to signify the specific course.
- 8.3 The race committee will broadcast the course, bearing and distance information before the warning signal. Failure to broadcast or to receive this notification shall not constitute grounds for granting redress. This changes RRS 62.1(a).
- 8.4 If one of the leeward gate marks is missing and not replaced by a mark boat in its place displaying flag "M" and making repetitive sounds, boats shall sail around the existing leeward mark leaving it to port.
- 8.5 If the offset mark is missing, boats shall sail to the next mark(s) after rounding mark one (1). This changes RR34.

9 MARKS

9.1 The marks for Circle 1 will be:

- Mark 1 is a red tetrahedron.
Mark O is an offset mark orange ball
Marks 2A and 2B are orange tetrahedrons.
Start pin is a staff displaying an orange flag on a port-end pin boat. Finish pin is a staff displaying an orange flag on an RC finish boat. New mark is a green tetrahedron.

9.2 The marks for Circle 2 will be:

- Mark 1 is a yellow tetrahedron
Mark 0 is an orange ball
Marks 2A and 2B are orange tetrahedrons
Start pin is a race committee boat with a staff displaying an orange flag. Finish pin is

a race committee boat with a staff displaying an orange flag. New mark is an orange tetrahedron.

9.3 The marks for Circle 3 will be:

Mark 1 is a yellow tetrahedron

Mark 0 is an orange ball

Marks 2A and 2B are yellow tetrahedrons

Start pin is a staff displaying an orange flag on a port end pin boat.

Finish pin is a race committee boat displaying an orange flag

New mark is an orange tetrahedron.

9.4 A race committee boat signaling a change of leg of the course is a mark as provided in instruction 12.2.

10 CHECK IN

10.1 Before the first warning signal of each day, all boats shall sail past the stern of the signal boat on starboard tack and check in by hailing their bow number. They shall continue to do so until their bow number is verbally acknowledged by the race committee.

10.2 Boats failing to check in accordance with 10.1 will be given a scoring penalty equal to 20% of the number of boats entered in that class without a hearing. (This changes RRS A5). This will apply to each boat's first race of the day.

11. THE START

11.1 Race will be started using RRS 26. The warning will be five minutes before the start.

11.2 The starting line will be between the staffs displaying an orange flag on the starboard end signal boat and the port end starting mark boat. In the event that the port end mark boat is not on station, it will be replaced by an inflatable mark. The course side of the inflatable mark will define the line.

11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as 100 yards in all directions from the starting line.

11.4 A boat starting later than 4 minutes after their starting signal will be scored Did Not Start (DNS). This changes rule A4.

12 RECALLS

12.1 Individual recalls and boats disqualified under RRS 30.3 will be broadcast on designated VHF channel using bow/sail numbers. This is in addition to and changes RRS 29.1 and 30.3.

12.2 The RC will broadcast the bow/sail numbers of all boats observed to be OCS at the start twice; it will not alter the list based on a boat's actions subsequent to the start.

12.3 Failure of the RC to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

13 CHANGING OF COURSE BEFORE THE START

- 13.1 If there is a significant wind shift before a preparatory signal, the race committee may signal a change of course for classes not yet started.
- 13.2 At the preparatory signal, flag “C” will be displayed on the signal boat with repetitive sound signals and will remain displayed until the preparatory signal is lowered. The first mark will be the new/change mark. The bearing to the mark will be posted and announced over the designated VHF channel.

14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 To change the next 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 practical. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 14.2 Except at a gate, boats shall pass between the race committee boat signaling change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1.
- 14.3 A signal board for the classes for which the change of course applies will be displayed along with flag “C”. If no classes are displayed on a signal board, the change applies to all classes.
- 14.4 The race committee will adjust the angle of a gate without making any signals.
- 14.5 The race committee shall attempt to broadcast any course changes over the designated VHF channel. Failure of a boat to hear such notification or failure to broadcast will not be grounds for redress. This changes RRS 62.1.
- 14.6 A course change for the final leg of a race will be signaled by a race committee boat in the vicinity of the last rounding mark(s). It will display code flag “C” over “Q” and a signal board with the direction and/or leg length change to the finish line and make repetitive sounds. This signal (C over Q) applies only to the boats sailing their final (finishing) leg. The change will be signaled before the leading boat of a class has begun the leg, although the finish line may not yet be in position.

15 THE FINISH

- 15.1 **Circles 1,2 & 3:** For windward finishes, the finishing line will be between a staff displaying an orange flag on the finish boat and a staff displaying an orange flag on the nearby finish pin boat.
- 15.2 **Circle 1,2& 3 :** For downwind finishes, the finish will be on the opposite side of the signal boat from the starting line between a staff displaying an orange flag on signal boat and a staff displaying an orange flag on a nearby finish pin boat.
- 15.3 If the race committee intends to start another race on the same day, it will display the code flag “R” (with no sound) while boats are finishing. This changes RRS race signals.
- 15.4 In the interest of starting another race in a timely fashion on multiple race days, the race committee may offer a finish position to the last finishers in a class, provided that the positions can be determined in a reasonable manner.

16 PENALTY SYSTEM

- 16.1 The first two sentences of rule 44.1 are changed to: “ A boat may take a One-Turn Penalty when it may have broken a rule of Part 2 or rule 31 while racing. However, When she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty. Rule 44.3 scoring penalty shall not apply.
- 16.2 Unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg.
- 16.3 Post-race penalties. Appendix TB shall apply.

17 TIME LIMITS AND TARGET TIMES

- 17.1 The target time for races is 45 to 60 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a)
- 17.2 Boats still racing more than 30 minutes after the first boat to sail the course in accordance with RRS 28.1 finishes will scored TLE(Time Limit Expired) without a hearing. A “TLE” score shall be two more points than the number of boats that have finished within the time limit. This changes RRS 35, 63.1, A4, and A5.

18 PROTESTS AND REQUEST FOR REDRESS

- 18.1 A boat intending to protest shall comply with RRS 61 and additionally report to the Race committee (signal boat or finish boat) as soon as possible after finishing, giving the race committee its sail or bow number and the sail or bow number(s) of the protested boat(s). This changes RRS 61.18.2 Protest forms are available at the protest committee room, located in the Charleston Harbor Resort. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 18.3 Protest Time Limit: Will begin when the race committee finish boat of the appropriate circle or course docks and ends sixty minutes later. The race committee will make the number of sound signals corresponding to its circle number upon docking and post the docking time on the official notice board. This posting constitutes the notice required by RRS 61.1(b) and 63.2 (Time and Place of the Hearing.)
- 18.4 Notices of scheduled protests or requests for redress hearings will be posted on the official notice board within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or may be parties affected by a request for redress. This will constitute notice to all parties under RRS 63.2. (Prescription has been voided in RRS 1.5)
- 18.5 Protests will be heard approximately in order of posting as soon as possible in the protest room.
- 18.6 For the purpose of RRS 64.3(b) the “authority responsible” is the measurer appointed by the organizing authority (Charleston Ocean Racing Association).
- 18.7 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 18.8 Breaches of instructions 11.3, 21, 24, 25, 26,27 and 28 will not be grounds for protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The scoring

- abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 18.9 On the last scheduled day of racing a request for reopening a hearing shall be delivered:
- (a.) within the protest time limit if the requesting party was informed of the decision on the previous day.
 - (b.) no later than 30 minutes after the requesting party was informed of the decision on that day.
- 18.10 On last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 18.11 On the last scheduled day of racing, a request for redress based on a jury decision will be delivered no later than 30 minutes after the decisions are posted. This changes rule 62.2.
- 18.12 The race committee posts a list of boats scored OCS,ZFP, or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than 30 minutes after the protest time limit. This changes the first sentence of RRS 62.2.

19 PROTEST ARBITRATION

- 19.1 The US Sailing prescription RRS Appendix T, Section D will apply. The penalty shall be 40%.

20 SCORING

- 20.1(a) When fewer than six (6) races have been completed, a boat's series score will be the total of it's race scores. This changes RRS A2.
- (b) When six(6) or more races have been completed, a boat's series score will be the total of it's scores excluding it's worst score.
- 20.2 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 in that class.. This changes RRS A4.1, A4.2 and A5.
- 20.3 If a boat requesting redress for OCS is not granted redress, the score in that race shall not be excluded. This changes SI 20.1(b), RRS 90.3 and A2.

21 SAFETY

- 21.1 Each competitor is solely responsible for his own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at his or her own risk. The Charleston Ocean Racing Association nor persons assisting with the conduct of

racers shall be responsible for damage or injury suffered during races or related activities.

- 21.2 A boat that retires from a race, leaves the course area or returns to the course area between races shall notify the race committee as soon as possible .
- 21.3 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail its proper course or carry out its commercial functions in a normal manner.
- a.) A boat whose actions or maneuvers result in danger signal (5 or more Blasts) from commercial vessels shall be protested.
- b.) The penalty for breaking this rule shall be disqualification from the entire regatta.
- 21.4 There will be a courtesy announcement on each circle's designated VHF channel each morning and at the end of the day's racing to communicate expected commercial traffic needs to the fleets. Boats are reminded that Charleston Harbor and its approaches have a high level of commercial traffic.

22 REPLACEMENT OF CREW OR EQUIPMENT

- 22.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
- 22.2 The number of crew shall not change during the regatta, unless permitted by the Chief Judge in accordance with NOR 4.1.

23 EQUIPMENT AND MEASUREMENT CHECKS

- 23.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

24 EVENT ADVERTISING

- 24.1 Boats shall display event advertising supplied by the organizing authority as described at registration.

25 SUPPORT BOATS

- 25.1 Support boats shall register at the registration desk.
- 25.2 Support boats shall be marked by a pennant supplied by the race committee and remain no less than 150 yards from the race course from preparatory signal until all boats have finished or retired or the race committee signals postponement, general recall or abandonment.
- 25.3 Failure of a support to register, SI24.1, or a breach of SI 24.2 shall be considered a breach of RRS2. Fair Sailing, by the boats associated with support, and is subject to protest. The penalty applied to the boat or boats associated with the support boat shall be at the discretion of the protest committee and shall not be excluded from their score. This modifies RRS 64.1(c) and A2.
- 25.4 Support boats shall carry a VHF radio tuned to the designated race committee VHF channel for the circle they are nearest to.
- 25.5 Support drivers shall have valid third-party liability insurance or the equivalent

and provide proof upon request by the race committee or organizing authority.

26 HAUL OUT

26.1 Boats shall not be hauled during the regatta except with and according to the terms of prior written permission of the protest committee.

27 PRESS AND SPECTATOR BOATS

27.2 All press and official spectator boats shall be registered with the race organizers during registration. Press and official spectator boats shall monitor the designated VHF channel for the course they are on.

27.3 Press and spectator boats shall not interfere with the racing, in any way and shall stay no less than 150 feet distance from any boat that is racing and on the outside the race course where as defined by the location of the rounding marks at a distance outside the racecourse where their wake causes no problem.

27.4 The organizers may appoint one or more photo boats, which will be allowed within the race course. The position of these boats shall not be grounds for redress.

27.5 Press and spectator boats shall display a flag, or other identification symbol as may be required by the race committee.

28 RADIO COMMUNICATION

28.1 The race committee will broadcast its intent on the designated VHF Chanel at 0930 and again at 1000.

28.2 A designated observer may report visual signals displayed by the race committee over VHF Channel 66 for Circle 1, 69 for Circle 2 and VHF Channel 77 for Circle 3. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the race committee's visual signals which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for requesting redress.

28.3 All boats shall carry an operating VHF radio.

29 PRIZES

29.1 One daily trophy will be awarded in each class for each day of racing. One overall trophy will be awarded in each class for first, second and third place. The entry that wins the most competitive class will receive recognition on the Charleston Race Week Cup Perpetual Trophy.

29.2 Jubilee Sportsmanship Perpetual Trophy will be awarded to the participant who has displayed outstanding example of good sportsmanship during Sperry Top-Sider Charleston Race Week.

29.3 The organizing authority may award additional prizes at their discretion.

30. DISCLAIMER OF LIABILITY

30.1 Competitors participate in the regatta entirely at their own risk. (See RRS4, Decision to race). 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 regatta.

- 30.2 The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who shall ensure that the boat is fully sound, thoroughly seaworthy, and manned by an experienced and physically able crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.
- 30.3 Charleston Ocean Racing Association, Sponsors of the Sperry Top-Sider Charleston Race Week, and their employees and volunteers do not accept responsibility for the loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this event.
- 30.4 The Skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any Race Officer or Committee Member, the Skipper will be responsible for all damages and the boat may be subject to protest which, may include disqualification from the regatta.

31 INSURANCE

- 31.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 (USD) per event or the equivalent.

32 Inshore Race Officials

Event Director/Race Director
Circle One PRO
Circle Two PRO
Circle Three PRO
Chief Judge

Randy Draftz rdraftz@charlestonyachting.com
Tommy Harken tharken@comcast.net
Hal Smith hal_smith@mindspring.com
Hank Stuart hstuart8m@gmail.com
Sarah Ashton ashtonsh1@me.com

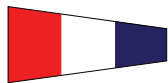
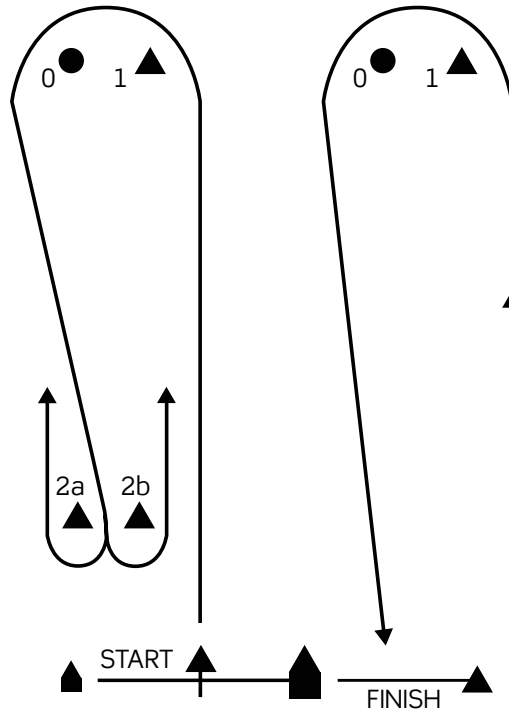
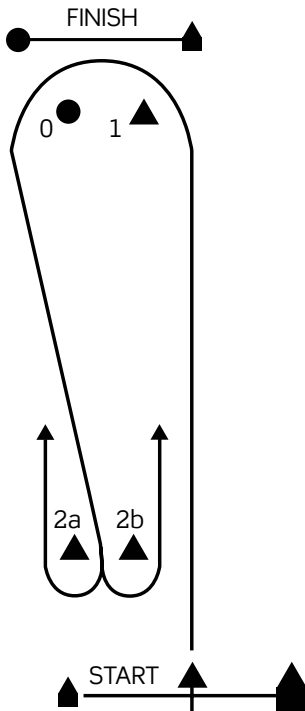


INSHORE RACE COURSES CIRCLES 1,2&3 • ILLUSTRATION C

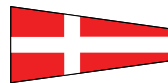
The courses sailed shown in the diagrams below apply to the courses sailed on the inshore course. The leeward gate (mark 2 a/b) may be adjusted at the discretion of the Race Committee to keep the course square without further signals.

Course 3 and 5 are Windward-Leeward with a finish to Windward.

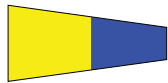
Course 4 and 6 are Windward-Leeward with a finish to Leeward.



Course 3: 3 Legs
Marks: S - 1 - 0 - 2a/b - F



Course 4: 4 Legs
Marks: S - 1 - 0 - 2a/b - 1 - 0 - F

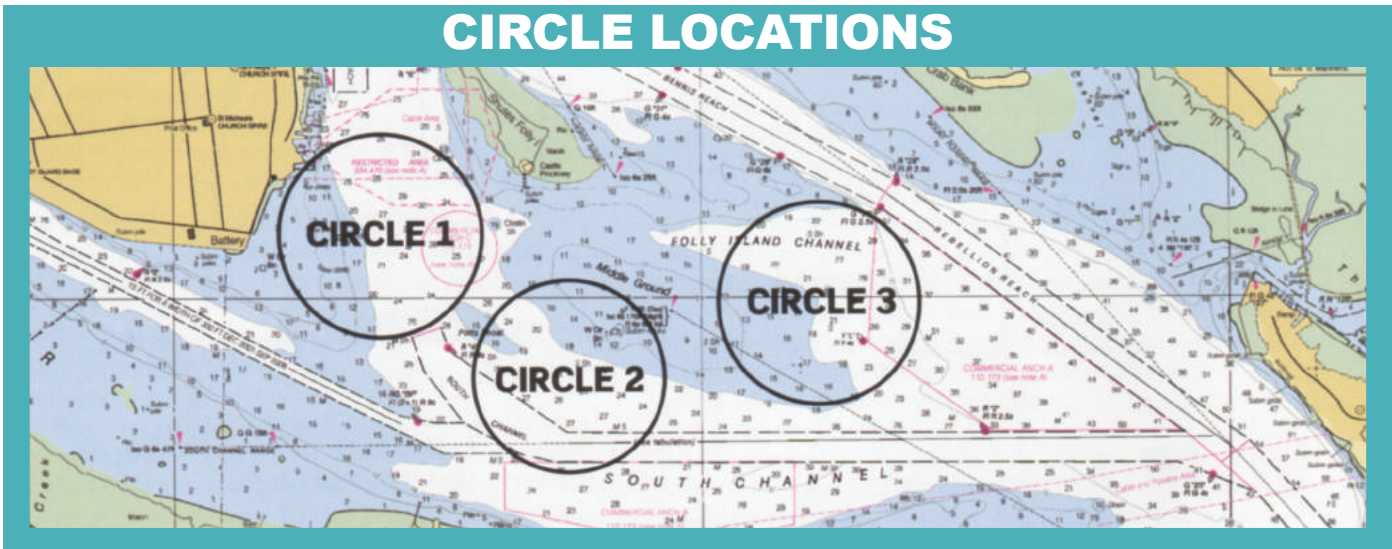


Course 5: 5 Legs
Marks: S - 1 - 0 - 2a/b - 1 - 0 - 2a/b - F



Course 6: 6 Legs
Marks: S - 1 - 0 - 2a/b - 1 - 0 - 2a/b - 1 - 0 - F

CIRCLE LOCATIONS



2013 Sperry Top-Sider CHARLESTON RACE WEEK

Organizing Authority:
Charleston Ocean Racing Association
April 18-21, 2013

Offshore Circles 4 & 5 SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The 2013 HPR, IRC, Swan 42 and the PHRF Rules and Regulations as adopted and amended by the CORA PHRF Policies and Procedures.
- 1.3 Advertising is permitted unless class rules do not permit, in accordance with ISAF Regulation 20.
- 1.4 US Sailing Prescriptions to RRS 60, 63.2, and 63.4 will not apply.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the Race Village at Charleston Harbor Resort and Marina (CHRM).
- 2.2 When flag "L" is displayed alone ashore, that a notice affecting all competitors has been posted. When flag "L" is displayed over a numeral pennant(s), the notice applies only to those sailing on the circle(s) corresponding to the numeral pennant(s) displayed.
- 2.3 Any questions concerning the notice of race, these sailing instructions, scoring, or any other issue shall be submitted in writing to Race Week Headquarters on the forms provided. Forms for submittal will be available there. All written inquiries and responses will be posted on the official notice board.

3 CHANGES IN THE SAILING INSTRUCTIONS

- 3.1 Any shore side change in the sailing instructions will be posted on the official notice board before 0700 on the day it will take effect, except that any change to the schedule of races will be posted by the end of protest time on the day before it will take place. The "L" flag will be displayed with numeral pennant and class flag, if applicable.
- 3.2 For an on the water change to the sailing instructions: "L" flag shall be displayed with numeral pennant and class flag, if appropriate will be displayed from the race committee signal boat while anchored. The change will be announced on the designated VHF channel. This changes RRS 90.2 and Race Signals.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located on the dock outside the marina office.
- 4.2 When flag "AP" is displayed ashore, the warning signal for the first start will be signaled not less than 60 minutes after "AP" is lowered. This changes RRS Race Signals.
- 4.3 The race committee will broadcast its intent on the designated VHF channel at 0800 and again at 0830.

5 SCHEDULE OF RACES & EVENTS

5.1 Thursday, April 18

- 1200-1700 Registration
- 1730-1800 Skippers' Meeting (Pavilion)
- 1800-1830 North Sails Local Knowledge (Main Stage)
- 1800-2100 Opening Beach Party Gosling's Rum

Friday, April 19

- 0830 Harbor Start for offshore courses
- 1030 Offshore (Circles 4 & 5) – first warning signal of the day
- 1800 Beach Party, Goslings, Low Country Feast and daily awards at the Sperry Top-Sider Cottage.

Saturday, April 21

- 0830 Harbor Start for offshore courses
- 1030 Offshore (Circles 4 & 5) – first warning signal of the day.
- 1800 Beach Party Goslings Rum, Beer Bar and daily awards at the Sperry Top-Sider Cottage.

Sunday, April 22

- 0830 Harbor Start for offshore courses
- 1030 Offshore (Circles 4 & 5) – first warning signal of the day
- 1600 –1800 Awards presentation Chile and Beer Bar.

- 5.2 Eight (8) races are scheduled for all classes. One race for each class shall be completed to constitute a regatta for that class.
- 5.3 The race committee may run up to, but not more than, 3 races in a single day.
- 5.4 Races that are postponed or abandoned for the day may be re-sailed unless it is the final day of racing. No warning signal will be made after 1400 on Sunday April 21.

6 CLASS FLAGS, STICKERS, & SAIL NUMBERS

- 6.1 Class flag designations will be posted on the official notice board at Race Headquarters no later than 1800 on Thursday, April 18, 2013.
- 6.2 Event bow stickers shall be attached to both sides of the boats hull at all times while racing. The event stickers are to be mounted approximately 6-10 inches below deck level and 8-14 inches aft of the bow. Boats failing to display event bow stickers may be subject to protest by the race committee only. This changes RRS 60.1 (a).
- 6.3 Boats shall display the appropriate class flag from the backstay at least 5 feet above the deck. Flags are available in the skipper's packages.
- 6.4 All boats shall display only the sail numbers under which she has entered, unless prior written approval is obtained from the race committee and posted on the official notice board.

7 RACING AREA

- 7.1 The racing areas are shown in "Circle Locations" in Illustration B.
- 7.2 The racing area for Circle 4 will be offshore in the Atlantic Ocean on the north side of the entrance channel. The racing area for Circle 5 will be offshore in the Atlantic Ocean on the southwest side of the entrance channel.

8 COURSES

- 8.1 The diagrams in Illustration C illustrate the courses, including the approximate angle between legs, the order in which the marks are to be passed, and the side on which a mark is to be left.

- 8.2 Numeral pennants will be displayed with the warning signal to signify the specific course for that start
- 8.3 A placard with the letter “S” (Short Course) or “L” (Long Course) will be displayed to indicate the course is “Long” or “Short”.
- 8.4 A placard will be displayed with the bearing of the weather mark.
- 8.5 If one of the leeward gate marks is missing and not replaced by a mark boat in its place displaying code flag “M” and making repetitive sounds, boats shall sail around the one existing leeward mark leaving it to port.
- 8.6 If the offset mark (o) is missing, boats should sail to the leeward mark (2 or 2A) after rounding mark 1L or 2S. This changes Rule 34.

9 MARKS:

9.1 The marks for Circle 4 & 5 will be:

Mark 1L is a yellow tetrahedron.

Mark 1S is an orange tetrahedron

Marks 2a and 2b are orange tetrahedrons.

Marks o1 and o2 (offset marks) are small, orange tetrahedrons

Start pin and finish pin are a staff displaying an orange flag on pin boat.

New mark 1L is an orange cylinder with a black band

New mark 2S is a red mark with a black bands.

10 CHECK IN

- 10.1 Before the first warning signal of each day, all boats shall sail past the stern of the signal boat on starboard tack and check in by hailing their sail number. They shall continue to do so until their sail number is verbally acknowledged by the race committee. Attempts to check in over the designated VHF channel does not meet this requirement.
- 10.2 Boats failing to check in accordance with 10.1 will be given a scoring penalty equal to 20% of the number of boats entered in that class without a hearing. (This changes RRS A5). This will apply to each boat's first race of the day.

11.0 THE START

- 11.1 Races will be started using RRS 26. The warning will be 5 minutes before the start.
- 11.2 The starting line will be between the staff displaying an orange flag on the RC signal boat on the starboard end of the starting line and the port end starting boat with orange flag.
- 11.3 Boats whose warning signal has not been made shall keep clear of the starting area. The starting area is defined as 100 yards in all directions from the starting line. Boats that do not keep clear of this area are subject to protest by the race committee only. This changes RRS 60.1(a).
- 11.4 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS 63.1, A4.1 and A5.

12 RECALLS

- 12.1 As a courtesy the race committee may identify recalled boats by broadcast over the designated VHF channel. Failure of a boat to see or hear her recall notification and the timing and order of such hails or failure to hail will not be grounds for requesting redress.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will lay a new # mark (or move the finish 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.
- 13.2 A signal board with the letters for the classes for which the change of course applies will be

displayed along with flag C. If no classes are displayed on a signal board, the change applies to all (classes).

- 13.3 The race committee may adjust the angle of a gate or offset mark without making any signals.
- 13.4 The race committee will attempt to broadcast any course changes over the designated VHF channel. Failure of a boat to hear such notification or failure to broadcast will not be grounds for requesting redress.

14 THE FINISH

- 14.1 For downwind finishes the finishing line will be on the opposite side of the signal boat from the starting line.
- 14.2 For downwind finishes the finishing line will be between a staff displaying an orange flag on signal boat on the starboard end of the finish line and the port end finishing boat with an orange flag.
- 14.3 For windward finishes, the finishing line will be between two boats displaying orange flags.
- 14.4 The finishing boat will display the "second substitute" at the finishing line if the race committee intends to start another race on the same day.
- 14.5 In the interest of starting another race in a timely fashion on multiple race days, the race committee may assign a finish position to the last finishers in a division (circle), provided that the positions can be determined in a reasonable manner.

15 PENALTY SYSTEM

- 15.1 The Scoring Penalty, RRS 44.3 will apply and RRS44.1 and 44.2 do not apply.
- 15.2 Boats that have taken a Scoring Penalty in accordance with RRS 44.3 may sign the alternative penalty form at the protest desk prior to the end of Protest Time in lieu of informing the race committee at the finish line. This changes RRS 44.3(b).
- 15.3 For Swan 42 Class, RRS 44.1 and 44.2 are changed so that, except for infringements of Part 2 that occur within the zone of a rounding mark, only one turn including one tack and one gybe, is required. If a Swan 42 breaks a rule of Part 2 within the zone of any rounding or finishing marks her penalty shall be a Two – Turns Penalty in compliance with rule 44.2 If a Swan 42 fouls a boat from another class, then she shall comply with the penalty prescribed in the SI 15.1 and 15.2.

16 TIME LIMIT

- 16.1 Boats still racing 30 minutes (45 minutes for Classes A & F) after the first boat in their fleet sails the proper course and finishes, and not thereafter retiring, will be scored TLE (Time Limit Expired, see Scoring). This changes RRS 35 and A11.

17 PROTESTS

- 17.1 A boat intending to protest shall comply with RRS 61 and additionally report to the race committee (signal boat or finish boat) as soon as possible after finishing, giving the race committee its sail number and the sail number(s) of the protested boat(s). Reporting should be done via VHF radio communications. This changes RRS 61.
- 17.2 Protests shall be written and lodged with the protest committee's representative within the protest time limit. Protest forms are available at the protest room in the Charleston Harbor Resort.
- 17.3 Protest Time Limit: Limit will begin when the race committee finish boat of the appropriate circle or course docks and ends sixty minutes later. The race committee will make sound signals corresponding to its circle number upon docking and post the docking time on the official notice board. This posting constitutes the notice required by RRS 61.1(b) and 63.2

(Time and Place of the Hearing.)

- 17.3 Protests will be heard approximately in order of posting as soon as possible in the protest room.
- 17.4 Notices of scheduled protests or requests for redress hearings will be posted on the Official Notice Board within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or may be parties affected by a request for redress. This will constitute notice to all parties under RRS 63.2 and its Prescription.
- 17.5 For the purpose of rule 64.3(b), the “authority responsible” is the measurers appointed by Charleston Ocean Racing Association.
- 17.6 On the last day of the regatta, a request for reopening a hearing shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 62.2.
- 17.8 On the last scheduled day of racing, a request for redress based on jury decision will be delivered not later than 30 minutes after decisions are posted. This changes rule 62.2.

18 PROTEST ARBITRATION

(This changes RRS 60.1(b), 63.1, 63.6, and 66)

- 18.1 An arbitration meeting will be held prior to the protest hearing for all parties involving violations of Part 2 of the *Racing Rules of Sailing*, with no allegation of damage.
- 18.2 After a protest form is delivered, one designated representative (conforming to RRS 63.3 (a)) of each party will appear before an arbitrator. No witnesses are permitted.
- 18.3 After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:
 - a. There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter goes to the protest committee for a hearing.
 - b. There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) (a) have the option of accepting a 40% alternative penalty (as per RRS 44.3) and the protest is withdrawn or (b) submitting the matter to the protest committee for a hearing.
 - c. The matter should go to the protest committee for a hearing.
- 18.4 The acceptance of an arbitrator’s opinion will not be grounds for redress and cannot be appealed.
- 18.5 The arbitrator will not be a member of the protest committee that hears the protest but will be permitted to observe the testimony given to the protest committee and offer testimony. This changes RRS 63.3(a).

19 SCORING

- 19.1 (a) When 5 or fewer races have been completed, a boat’s series score will be the total of her race scores. This changes RRS A2.
 - (b) When 6 races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.
- 19.2 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 in that class. This changes RRS A4.1, A4.2 and A5.
- 19.3 If a boat requesting redress for an OCS is not granted redress, the score in that race shall not be excluded. This changes SI 19.1(b), RRS 90.3 and A2

20 SAFETY

- 20.1 Each competitor is solely responsible for his own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at his or her own risk. The

Charleston Ocean Racing Association nor persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.

- 20.2 A boat that retires from a race or leaves the course area between races shall notify the race committee before leaving the course area or immediately after arriving ashore on the designated VHF channel.
- 20.3 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to maneuver its proper course or carry out its commercial functions in a normal manner.
- a.) A boat whose actions or maneuvers result in danger signal (5 or more blasts) from commercial vessels shall be protested by the race committee.
- b.) The penalty for breaking this rule shall be disqualification from the entire regatta.
- 20.4 There will be a courtesy announcement on each circle's designated VHF channel each morning and at the end of the day's racing to communicate expected commercial traffic needs to the fleets. Boats are reminded that Charleston Harbor and its approaches have a high level of commercial traffic.

21 CREW WEIGH-IN / REPLACEMENT OF CREW

Boats shall sail with the same crew, as registered and conforming to any crew weight limitations, in all races unless prior written permission to change crew is granted by the race committee. Weigh-in information is contained in the Notice of Race.

22 HAUL OUT

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Jury.

23 COACH AND SUPPORT BOATS

- 23.1 Coach and support boats shall register with the race office during registration. They shall declare with which boat or boats they are associated.
- 23.2 Coach and support boats shall keep clear of the racing area from the time of the preparatory signal of each race until all boats have finished or the race committee signals a postponement, general recall, or abandonment.
- 23.3 The racing area is defined as no less than 50 yards (150 feet) distance from any boat that is racing and on the outside of the course as defined by the location of the rounding marks.
- 23.4 Any coach or support boat that infringes this rule will be warned by a member of the race committee. Failure to comply may result in the protest and disqualification of a racing boat associated with any offending support boat. This changes RRS 60.2.
- 23.5 Coach and support boats shall display a flag, or other identification symbol, as required by the race committee.
- 23.6 Coach and support boats shall not go alongside nor communicate with their associated boat until after the associated boat's race has finished.

24 PRESS AND SPECTATOR BOATS

- 24.1 All press and official spectator boats shall be registered with the race organizers during registration. Press and official spectator boats shall monitor the designated VHF channel for the course they are on.
- 24.2 Press and spectator boats shall not interfere with the racing, in any way and shall stay no less than 50 yards (150 feet) distance from any boat that is racing and on the outside the race course where as defined by the location of the rounding marks at a distance outside the racecourse where their wake causes no problem.
- 24.3 The organizers may appoint one or more photo boats, which will be allowed within the race course. The position of these boats shall not be grounds for redress.

24.4 Press and spectator boats shall display a flag, or other identification symbol as may be required by the race committee.

25 RADIO COMMUNICATION

25.1 The designated VHF channel for Circle 4 will be channel 73.

25.2 The designated VHF channel for Circle 5 will be channel 74.

25.3 An observer designated by the race committee may report visual signals displayed by the race committee over the designated VHF channel. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the race committee's visual signals which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for requesting redress.

26 PRIZES

26.1 One daily trophy will be awarded in each class for each day of racing. One overall trophy will be awarded in each class. The entry that wins the most competitive class will receive recognition on the Palmetto Cup Perpetual Trophy.

26.2 Jubilee Sportsmanship Perpetual Trophy will be awarded to the participant who has displayed outstanding example of good sportsmanship during Sperry Top-Sider Charleston Race Week.

26.3 The Organizing Authority may award additional prizes at their discretion.

27 DISCLAIMER OF LIABILITY

27.1 Competitors participate in the regatta entirely at their own risk. (see RRS4, Decision to race). 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 regatta.

27.2 The safety of a boat and it's crew is the sole and inescapable responsibility of the Skipper who shall ensure that the boat is fully sound, thoroughly seaworthy, and manned by an experienced and physically able crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

27.3 Charleston Ocean Racing Association, Sponsors of the Sperry Top-Sider Charleston Race Week, and their employees and volunteers do not accept responsibility for the loss of life or injury to participants or others or for the loss or damage to any vessel in any way or from any cause during or relating to this event.

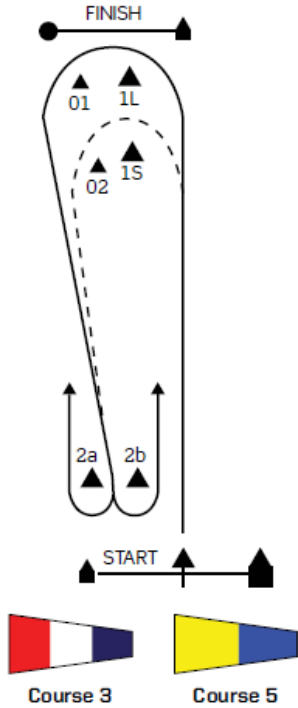
27.4 The Skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any Race Officer or Committee Member, the Skipper will be responsible for damages and the boat maybe subject to protest which, may include disqualification from the regatta.

OCEAN RACE COURSES – Circles 4 & 5 • Illustration B

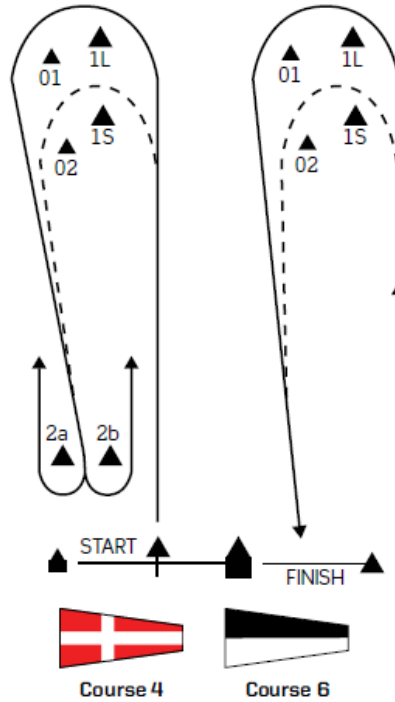
The courses sailed shown in the diagrams below apply to the "Short" and "Long" courses. The rounding order for the "Short" courses shall be identical with the "Long" courses, except that yachts shall round marks 1L or 1S respectively. The starting and finishing lines shall be the same for both the long and short courses.

The leeward gate (mark 2 a/b) may be adjusted at the discretion of the Race Committee to keep the course square without further signals.

Course 3 and 5 are Windward-Leeward with a finish to Windward.



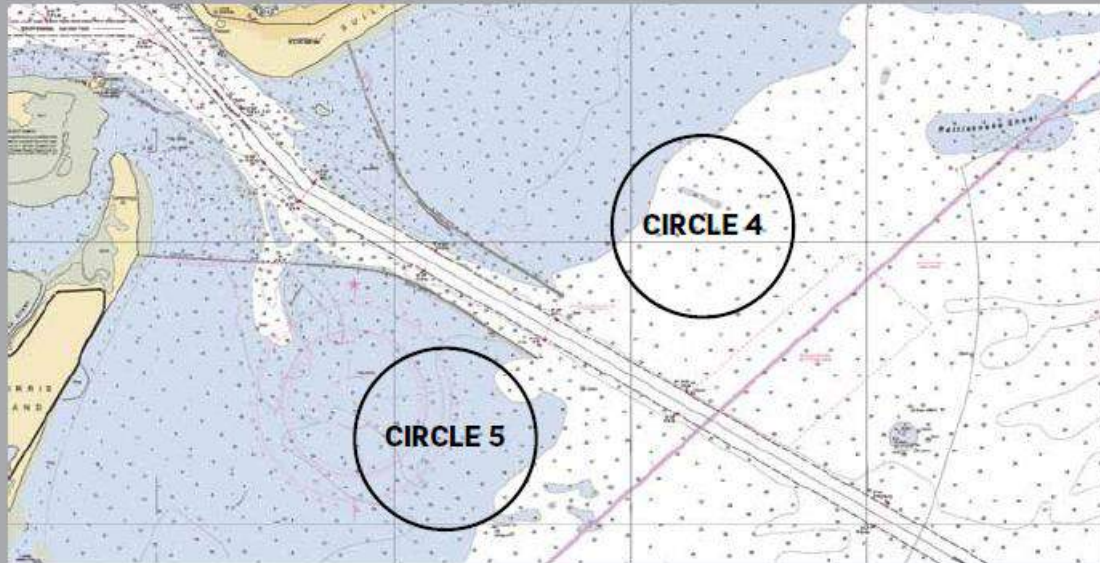
Courses 4 and 6 are Windward-Leeward with a Finish to Leeward.



Course	Legs	Marks
3 (long)	3	S - 1L - 01 - 2 a/b - F
5 (long)	5	S - 1L - 01 - 2 a/b - 1L - 02 - 2 a/b - F
3 (Short)	3	S - 1S - 02 - 2 a/b - F
5 (Short)	5	S - 1S - 02 - 2 a/b - 1S - 02 - 2 a/b - F

Course	Legs	Marks
4 (long)	4	S - 1L - 01 - 2 a/b - 1L - 01 - F
6 (long)	6	S - 1L - 01 - 2 a/b - 1L - 01 - 2 a/b - 1L - 01 - F
4 (Short)	4	S - 1S - 02 - 2 a/b - 1S - 02 - F
6 (Short)	6	S - 1S - 02 - 2 a/b - 1S - 02 - 2 a/b - 1S - 02 - F

CIRCLE LOCATIONS



2013 Sperry Top-Sider CHARLESTON RACE WEEK

Organizing Authority:
Charleston Ocean Racing Association
April 18-21, 2013

Pursuit Class SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The PHRF Rules and Regulations as adopted and amended by the CORA PHRF Policies and Procedures.
- 1.3 U S Sailing Prescriptions to RRS 60, 63.2 and 63.4 will not apply

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the Race Village at Charleston Harbor Resort and Marina (CHRM).
- 2.2 When flag "L" is displayed alone ashore, it means that a notice affecting all competitors has been posted. When flag "L" is displayed over a numeral pennant(s), it means that the notice applies only to those sailing on the circle(s) corresponding to the numeral pennant(s) displayed.
- 2.3 Any questions concerning the notice of race, these sailing instructions, scoring, or any other issue shall be submitted in writing to Race Week Headquarters on the forms provided. Forms for submittal will be available there. All written inquiries and responses will be posted on the official notice board.

3 CHANGES IN THE SAILING INSTRUCTIONS

- 3.1 Any shore side change in the sailing instructions will be posted on the official notice board before 0700 on the day it will take effect, except that any change to the schedule of races will be posted by the end of protest time on the day before it will take place. The "L" flag will be displayed with numeral pennant and class flag, if applicable.
- 3.2 For an on the water change to the sailing instructions: "L" flag shall be displayed with numeral pennant and class flag, if appropriate. The change will be announced on the designated VHF channel. This changes RRS 90.2 and Race Signals.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagpole located on the dock outside the marina office.
- 4.2 When flag "AP" is displayed ashore, the warning signal for the first start will be signaled not less than 60 minutes after "AP" is lowered. This changes RRS Race Signals.

5 SCHEDULE OF RACES & EVENTS

5.1 Thursday, April 18

1200-1700	Registration
1730-1800	Skippers' Meeting (Pavilion)
1800-2100	Opening Beach Party

Friday, April 19

- 1000 Warning signal
- 17:30 North Sails Panel discussion on stage and PHRF discussion on Terrace
- 1800 Beach Party, Goslings Rum and Beer Bar, Low Country Feast

Saturday, April 20

- 1000 Warning signal
- 1800 Beach Party, Goslings Rum and Beer Bar

Sunday, April 21

- 1000 Warning Signal.
- 1600 –1800 Awards presentation

Three (3) races are scheduled. One race shall be completed to constitute a regatta.

5.3 No warning signal will be made after 1200 on Sunday April 21.

6 CLASS FLAGS, STICKERS, & SAIL NUMBERS

- 6.1 Class flag and class ribbon designations will be posted on the official notice board at Race Headquarters no later than 1800 on Thursday, April 19, 2012.
- 6.2 Boats shall display the appropriate class pennant from the backstay at least 5 feet above the deck. Pennants are available in the skipper's packages.

7 **RACING AREA:** The racing area will be Charleston Harbor and ocean as shown in attached diagram.

8 COURSES

- 8.1 The diagrams in Illustrations D and E illustrate the courses, including the approximate angle between legs, the order in which the marks are to be passed, and the side on which a mark is to be left.
- 8.2 The course to be sailed and the scheduled start time for each boat rating will be posted on the Regatta Notice Board no later than 1800 on the day prior to the scheduled race.
- 8.3 A placard showing the course to be sailed ("L" or "S") will be displayed no later than the warning signal.

9 MARKS:

The marks will be:

- Mark 1 is a orange tetrahedron.
- Start/finish mark is a white ball (teardrop)
- Government marks G25, R18, G17, R14 and G13

10. **CHECK IN:** Before the first warning signal of each day. A boat intending to race shall check in with the Race Committee via VHF radio channel 11. A boat shall continue to check in until it has been acknowledged by the Race Committee.

11. THE START:

- 11.1 The starting area will be near the "Wedding Dock" in front of the hotel complex at Patriot's Point.
- 11.2 The starting line will be between an orange flag on a the RC boat that is at the starboard end of the starting line and a white ball (teardrop) on the port end.
- 11.3 Boats will start according to their PHRF rating. This changes Rule 26.

- 11.4 RRS 26 is changed so that the starting signal is the signal for the first boat to start. All other boats will start afterwards based on their assigned starting time.
- 11.5 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS 63.1, A4.1 and A5.

12 RECALLS

- 12.1 RRS 29.1 (Individual Recall) is changed. No "X" flag will be used. The race committee will make a sound signal for all boats who are on the course side (OCS) at their start and notify them via VHF on the assigned channel.
- 12.2 Failure of a boat to see or hear her recall notification and the timing and order of such hails or failure to hail will not be grounds for requesting redress.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The course configuration will not be changed. However, the race committee may shorten course at any mark of the course.

14 THE FINISH

- 14.1 The finishing line will be between a orange flag on the RC boat at the port end and white ball (teardrop) to starboard.

15 PENALTY SYSTEM

- 15.1 The scoring penalty, RRS 44.3 (20% penalty) will be the only penalty that applies for breaches of rules in part 2.
- 15.2 Boats that have taken a Scoring Penalty in accordance with RRS 44.3 may sign the alternative penalty form at the protest desk prior to the end of Protest Time in lieu of informing the race committee at the finish line. This changes RRS 44.3(a) and 44.3(b).

16 TIME LIMIT

- 16.1 Boats must finish by 1600 .

17 PROTESTS

- 17.1 A boat intending to protest shall comply with RRS 61 and additionally report to the race committee as soon as possible after finishing, giving the race committee its sail number and the sail number(s) of the protested boat(s). This changes RRS 61. Reporting will be done via VHF radio.
- 17.2 Protests shall be written and lodged with the protest committee's representative within the protest time limit. Protest forms are available at the protest room in the Charleston Harbor Resort.
- 17.3 Protest Time Limit: Limit will begin when the race committee finish boat of the appropriate circle or course docks and ends sixty minutes later. The race committee will make sound signals corresponding to its circle number upon docking and post the docking time on the official notice board. This posting constitutes the notice required by RRS 61.1(b) and 63.2 (Time and Place of the Hearing.)
- 17.4 Protests will be heard approximately in order of posting as soon as possible in the protest room.
- 17.5 Notices of scheduled protests or requests for redress hearings will be posted on the Official Notice Board within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or may be parties affected by a request for redress. This will constitute notice to all parties under RRS 63.2 and its Prescription.
- 17.6 For the purpose of rule 64.3(b), the "authority responsible" is the measurers appointed by Charleston Ocean Racing Association.

- 17.7 On the last day of the regatta, a request for reopening a hearing shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 17.8 On the last scheduled day of racing, a request for redress based on a jury decision will be delivered no later than 30 minutes after the decisions is posted. This changes rule 62.2.

18 PROTEST ARBITRATION

(This changes RRS 60.1(b), 63.1, 63.6, and 66)

- 18.1 An arbitration meeting will be held prior to the protest hearing for all parties involving violations of Part 2 of the *Racing Rules of Sailing*, with no allegation of damage and rule 31.
- 18.2 After a protest form is delivered, one designated representative (conforming to RRS 63.3 (a)) of each party will appear before an arbitrator. No witnesses are permitted.
- 18.3 After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:
- a. There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter goes to the protest committee for a hearing.
 - b. There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) (a) have the option of accepting a 40% alternative penalty (as per RRS 44.3) and the protest is withdrawn or (b) submitting the matter to the protest committee for a hearing.
 - c. The matter should go to the protest committee for a hearing. The acceptance of an arbitrator's opinion will not be grounds for redress and cannot be appealed.
- 18.4 The arbitrator will not be a member of the protest committee that hears the protest but will be permitted to observe the testimony given to the protest committee and offer testimony. This changes RRS 63.3(a).

19 SCORING

- 19.1 All races will be scored. This changes RRS A.2
- 19.2 If a boat requesting redress for an OCS is not granted redress, the score in that race shall not be excluded. This changes RRS 90.3 and A2

20 SAFETY

- 20.1 Each competitor is solely responsible for his own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at his or her own risk. The Charleston Ocean Racing Association nor persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.
- 20.2 A boat that retires from a race or leaves the course area between races shall notify the race committee before leaving the course area or immediately after arriving ashore on the designated VHF channel.
- 20.3 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to maneuver its proper course or carry out its commercial functions in a normal manner.
- a.) A boat whose actions or maneuvers result in danger signal (5 or more blasts) from commercial vessels shall be protested.
 - b.) The penalty for breaking this rule shall be disqualification from the entire regatta.
 - c) If the wind velocity is low and it is apparent a boat cannot avoid an oncoming commercial boat, it may start its engine and motor away from the oncoming vessel at an angle of 90 degrees or less. There shall be no forward movement on the course. It shall cut off its motor as soon as it is clear from the oncoming vessel.
- 20.4 There will be a courtesy announcement on the designated VHF channel each morning and at

the end of the day's racing to communicate expected commercial traffic needs to the fleets. Boats are reminded that Charleston Harbor and its approaches have a high level of commercial traffic.

21. RADIO/TELEPHONE COMMUNICATIONS

21.1 All VHF communications and race committee announcements will be over VHF Channel 11.

21.2 Competitors may call the race committee via cell phone: 843-709-7579.

22 PRIZES

Prizes will be awarded as described in the notice of race.

23 DISCLAIMER OF LIABILITY

23.1 Competitors participate in the regatta entirely at their own risk. (See RRS4, Decision to race). 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 regatta.

23.2 The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who shall ensure that the boat is fully sound, thoroughly seaworthy, and manned by an experienced and physically able crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

23.3 Charleston Ocean Racing Association, Sponsors of the Sperry Top-Sider Charleston Race Week, and their employees and volunteers do not accept responsibility for the loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this event.

23.4 The Skipper shall be responsible for the conduct of his crew. In the event of a serious breach of conduct, the destruction of property or the failure to comply with a reasonable request of any Race Officer or Committee Member, the Skipper will be responsible for all damages and the boat may be subject to protest which, may include disqualification from the regatta.