

2021 J/70 Mustang Survival Corinthian National Championship September 15 - 19, 2021

SAILING INSTRUCTIONS

1. RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted on the official notice board 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. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at https://yachtscoring.com/notice_board.cfm?eid=9582

3.2 The race office is located at Eastern Yacht Club Sailing Center. Telephone 781-631-1400. Regatta Chairman Kathy Andreasen mobile 847-338-180.

3.3 On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 72.

3.4 The OA or Race Committee may communicate with competitors by email, text or VHF. Failure to send or receive courtesy communications shall not be grounds for redress. This changes RRS 62.

4. CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from race officials.

4.2 Competitors and support persons shall place advertising and bow stickers provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its function.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the Eastern Yacht Club Casey Flagpole.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6. SCHEDULE OF RACES

6.1 Practice race(s) will be held on Thursday, September 16, 2021. Coaching and a debrief will be provided afterward.

6.2 Racing will be held on September 17, 18, and 19. Post-race debrief by coaches will follow.

6.3 The scheduled time of the warning signal for the first race each day, including the practice race, is 1230.

6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with multiple short sounds at least five minutes before a warning signal is made.

6.5 On the last scheduled day of racing no warning signal will be made after 1500.

7. CLASS FLAGS

7.1 The J/70 Class flag will be a white shape with blue J/70 logo.

8. RACING AREA

8.1 The racing area indicated in NoR Addendum A

9. COURSES

9.1 Courses shall be windward-leeward with four legs, finishing downwind. The weather mark, including after a change in course, will have an offset mark. The leeward mark will be a gate of two marks set approximately 70m to 90m apart square to the wind direction. Higher wind conditions will require greater distances between gate marks. The leeward gate marks may be set after the start.

9.2 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing and length of the first leg.

10. MARKS

10.1 The starting marks are green tetrahedrons, or an orange flag displayed on a race committee vessel.

10.2 The rounding marks are yellow tetrahedrons.

10.3 New marks, as provided in SI 12, are pink tetrahedrons.

10.4 The finishing marks are green tetrahedrons, or a blue flag displayed on a race committee vessel.

11. THE START

11.1. Races will be started using RRS 26 and the procedures described in RR8.

11.2. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark or race committee vessel displaying an orange flag.

11.3. A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 35, A5.1 and A5.2.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1. 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 practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2. If the offset mark or a gate mark is missing the remaining mark shall be rounded to port.

13. THE FINISH

13.1. The finishing line is between a staff displaying a blue flag on a signal vessel at the port end and the course side of the starboard end finishing mark or race committee vessel displaying a blue flag.

14. TIME LIMITS AND TARGET TIMES

14.1. Time limits and target times are as described in RR 5.4 and 5.5.

15. HEARING REQUESTS

15.1. The protest time limit is 60 minutes after the signal vessel has docked. The time will be posted on the official notice board.

15.2. Hearing request forms are available from the race office at the Eastern Yacht Club Sailing Center or electronically at yachtscoring.com/notice_board.fm?eid=9582. And can be delivered to Protest@easternyc.org.

15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the protest room, located at the Eastern Yacht Club Model Room at the time posted.

16. SAFETY REGULATIONS

16.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

17. OFFICIAL VESSELS

17.1. Official vessels will be identified as follows: the signal boat will display a blue RC flag, mark boats will display a yellow RC flag. The protest committee will display 'J' flags.

18. SUPPORT TEAMS

18.1. All support persons shall stay outside areas where boats are racing from the time of the preparatory signal for each race until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment of that race.

18.2. Support person vessels shall be identified with a white numbered flag provided by the OA.

19. TRASH

19.1 Trash may be placed aboard official vessels.

20. RISK STATEMENT

20.1. 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.