

Sailing Instructions • Inshore Circles 0, 1 & 2

2011 Sperry Top-Sider Charleston Race Week April 14-17, 2011

Organizing Authority: Charleston Ocean Racing Association and South Carolina Maritime Foundation.

1 RULES

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

1.2 Advertising is permitted unless class rules do not permit, in accordance with ISAF Regulation 20.

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 0800 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. (See SI 4.1)

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 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, "1 minute" is replaced with "not less than 30 minutes" this changes RRS Race Signals.

4.3 The race committee will broadcast its intent on the designated VHF channel at 0830 and again at 0900.

5 SCHEDULE OF RACES & EVENTS

5.1 Thursday, April 14: Registration will take place at 1200-1700. Skippers' Meeting (Pavilion) 1700-1800, Chalk Talk (Pavilion) 1800-1830, and Opening Beach Party at 1800-2100. Harbor Start for offshore courses all days 0800. The warning signal for Offshore (Circles 3 & 4) will be at 1000 each day. The warning signal for Inshore (Circles 0, 1 & 2) will be at 1100 each day. The awards presentation will be at 1600-1800. Ten races (10) are scheduled for Circle 0, 1 and 2. One race for each class shall be completed to constitute a regatta for that class.

5.2 The race committee may run up to, but not more than, 4 races in a single day on Circles 0, 1 and 2.

5.3 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 17.

6 CLASS FLAGS, BOW NUMBERS STICKERS, CLASS RIBBONS & 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 14, 2011.

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 boats 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 Attachment 1.

7.2 The racing area for Circle 0, 1 & 2 will be in the Charleston Harbor.

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 to signify the specific course.

8.3 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 existing leeward mark leaving it to port.

8.4 If the offset is missing boats shall sail to the next mark(s) after rounding mark 1.

9 MARKS

9.1 The marks for Circle 0 will be: Mark 1 is a red tetrahedron. Mark 0 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 white ball. New mark is pink with black bands.

9.2 The marks for Circle 1 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 staff displaying an orange flag on a port end pin boat. Finish pin is a white ball. New mark is an orange tetrahedron.

9.3 The marks for Circle 2 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 a "V" flag on a port end pin boat. Finish pin is a race committee boat displaying an orange flag. New mark is an orange tetrahedron.

10 CHECK IN

10.1 Before the first warning signal of each day, each boat 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 Races will be started using RRS 26.

11.2 For Circle 0, 1: The starting line will be between the staff displaying an orange flag on the signal boat at the starboard end and as described above (see SI 9.1 and 9.2) for each course at the port end.

For Circle 2: The starting line will be between the staff displaying a "V" flag (white field with red x) on the signal boat at the starboard end and as described above (see S19.3) for each course at the port end.

For Melges 24: Starting line for the Melges 24 class will be a staff displaying a "V" flag on a port end pin boat, a staff displaying a "V" flag on the midline boat and a staff displaying a "V" flag on the signal boat at the starboard end.

11.3 Boats whose warning signal have 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 5 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 will attempt to 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. This changes RRS 62.1.

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 signal indicating a change of course for classes not yet started. At the preparatory signal, flag "C" will be displayed 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 appropriate 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 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.

14.3 The race committee may adjust the angle of a gate without making any signals.

14.4 The race committee will attempt to broadcast any course changes over the appropriate 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.

15 THE FINISH

15.1 For Circle 0 and 1, for windward finishes the finishing line will be between a staff displaying an orange flag on the finish boat and nearby finish mark.

15.2 For Circle 0 and 1, for downwind finishes the finishing line 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 with an orange flag on a race committee boat.

15.3 For finishes on Circle 2 the finishing line will be between a staff displaying an orange flag on the finish boat and a staff displaying an orange flag on a race committee boat.

15.4 The finish boat will display the second substitute at the finishing line if the race committee intends to start another race on the same day.

15.5 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 Scoring Penalty, RRS 44.3 as changed by sailing instruction 16.2 will apply. The penalty score shall be the score for the place worse than a boat's actual finishing place by the whole number equal to 20% (rounding 0.5 upward) of the number of boats entered in her class.

16.2 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).

17 TIME LIMIT

17.1 Time limit for the first boat to sail the proper course and finish on circles 0, 1 & 2 is 90 minutes.

17.2 Boats still racing 30 minutes 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.

18 PROTESTS

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 number and the sail number(s) of the protested boat(s). This changes RRS 61.

18.2 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.

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 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 Protests will be heard approximately in order of posting as soon as possible in the protest room.

18.5 For the purpose of rule 64.3(b), the "authority responsible" is the measurers appointed by Charleston Ocean Racing Association.

18.6 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 66.

19 PROTEST ARBITRATION

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

19.1 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.

19.2 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.

19.3 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) have the option of accepting (a) a 40% alternative penalty (as per RRS 44.3) and the protest is withdrawn or (b) submit the matter to the protest committee for a hearing.

c. The matter should go to the protest committee for a hearing.

19.4 The acceptance of an arbitrator's opinion will not be grounds for redress and cannot be appealed.

19.5 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).

20 SCORING

20.1 (a) When fewer than 6 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.

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 an OCS is not granted redress, the score in that race shall not be excluded. This changes 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. Neither South Carolina Maritime Foundation, 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.

21.2 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.

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 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 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.

23 HAUL OUT

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

24 COACH AND SUPPORT BOATS

24.1 Coach and support boats shall register with the race office during registration. They shall declare with which boat or boats they are associated.

24.2 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.

24.3 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.

24.4 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.

24.5 Coach and support boats shall display a flag, or other identification symbol, as required by the race committee.

24.6 Coach and support boats shall not go alongside their associated boat until after the race has finished.

25 PRESS AND SPECTATOR BOATS

25.1 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.

25.2 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.

25.3 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.

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

26 RADIO COMMUNICATION

A designated observer may report visual signals displayed by the race committee over VHF Channel 66 for Circle 0, Channel 69 for Circle 1 and VHF Channel 7 for Circle 2. 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 commit-

tee'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.

27 PRIZES

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

28 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk; see RRS 4, Decision to Race.

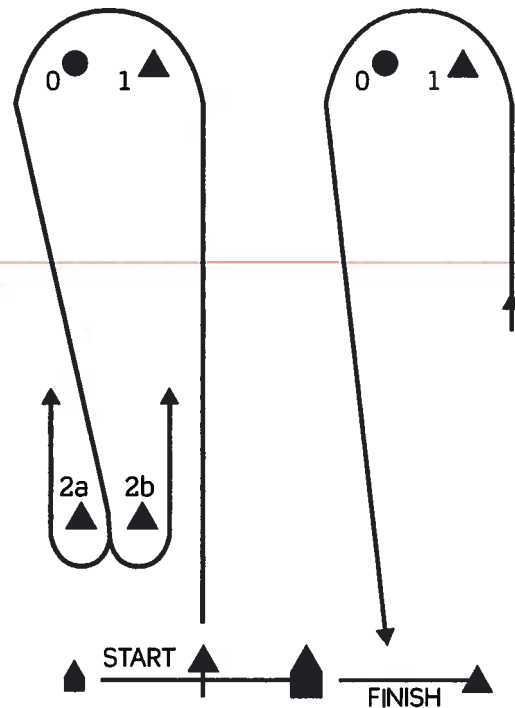
INSHORE RACE COURSES - Circles 0 & 1 • Illustration C

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



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



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

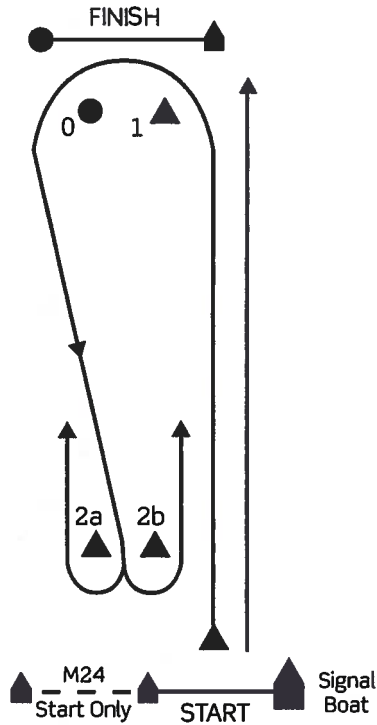


Course 6: 6 Legs
Marks: S - 1 - 0 - 2a/b - 1 - 0 - 2a/b - 1 - 0 - F

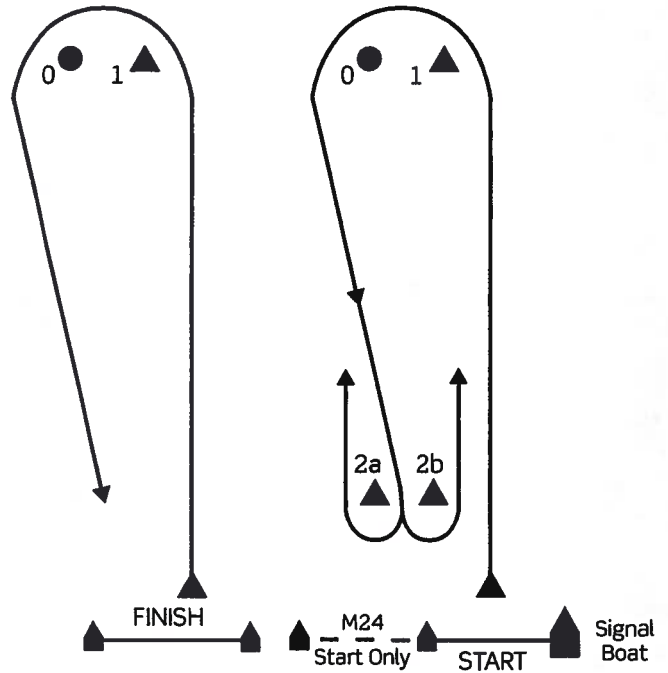
INSHORE RACE COURSES - Circle 2 • Illustration C

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 with out 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 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

