

CHARLESTON **RACE WEEK**

26th EDITION • 2022





ELEVATE YOUR PERFORMANCE AT

RACE WEEK

WITH HELP FROM THE QUANTUM TEAM

Quantum Sails is proud to be the exclusive sailmaker of Charleston Race Week 2022. We're excited to continue offering our support to competitors through many on-the-water and onshore learning opportunities.

➤ PRACTICE RACING AND LOCAL KNOWLEDGE BRIEFING

Shake the rust off with a day of practice racing organized by Quantum affiliate Ed Furry and Sail22. After the Skipper's Meeting, join us for a comprehensive debrief on the beach Jumbotron along with a local knowledge talk. You won't want to miss the local insights on Charleston tides and currents. There's no better way to get up to speed before racing starts on Friday!

➤ DAILY WEATHER FORECAST

SailFlow's Shea Gibson will present the daily weather forecast and discuss with Quantum experts how it applies to the day's racing. Grab your coffee at 7:30 AM and tune in to ask questions, or walk down to the beach Jumbotron and dive into the forecast on your way to the boat. Register via ZOOM link posted on the online event schedule.

➤ DAILY DOCK TALKS

Quantum reps will discuss class-specific details of the day's racing and how to improve your performance for your next race. Bring your questions and racecourse observations - and no dock talk is complete without snacks and refreshments! Look for Quantum flags near your class docks.

➤ DAILY VIDEO DEBRIEF

Stop by the beach Jumbotron for daily racing debriefs. Leandro Spina of the US Sailing Olympic Development Program will deliver an in-depth analysis of the day's racing with video replays by Gustavo Zuloaga. See the racecourse from a different perspective and take home some tips for tomorrow's races.

➤ QUANTUM HOSPITALITY TENT

Grab a bag of free popcorn and shop our hats, belts, and accessories. The Quantum team will also be on hand to talk about the day's racing and answer any questions. Stop by and meet the team!

OVERNIGHT SERVICE



Drop off your sails at Quantum's table on the Resort porch adjacent to the beach and call or text Quantum rep Travis Odenbach to schedule service. We'll get you back on the water asap!

TRAVIS ODENBACH | 585-943-8652 | CALL OR TEXT

family first



scan & shop



21 years of age and over. Enjoy responsibly. Goslings Rum®.
40% Alc./Vol. ©2021 Castle Brands, New York, NY.
shop.goslingsrum.com

f  FOLLOW
[@goslingsrum](https://www.instagram.com/goslingsrum)

SPONSORS AND INDUSTRY PARTNERS



CORPORATE SPONSORS



ASSOCIATE SPONSORS



PATRON SPONSORS



blackbaud®



CONTRIBUTING SPONSORS



WELCOME TO CHARLESTON RACE WEEK

Welcome and thank you for attending the 26th edition of Charleston Race Week. We are very fortunate to have a great venue in an amazing city and enthusiastic participants from all over the globe - all of which have helped make this regatta one of the most successful in the country. As Race Week regulars know, we listen to everyone - participants and sponsors - to harvest innovative ideas that improve the event every year. It's important to know that everything offered at Charleston Race Week wouldn't be possible without the strong support of our sponsors. All our sponsors contribute so much to the success of this event, so please show them your support.

It also takes a small army of volunteers to stage an event of this scale and caliber. While you're showing your appreciation for the sponsors, take a moment to thank the volunteers, starting with our Race Officers and the over 100 race committee volunteers who support them. On shore, there are another 100 volunteers tending to countless behind-the-scenes duties. All of the volunteers do their best to ensure that you have a great experience here. We all are fortunate to have this support, so remember to thank them.

Ultimately, it's you, the customer, that this event is all about. So, on behalf of the members of the Charleston Ocean Racing Association, I wish you the best of luck for a fun, safe, memorable regatta, and thanks again for attending.



Randy Draftz
Event Director
Charleston Race Week

“Our great team of volunteers is another aspect that makes CRW so special!”

Cover photo courtesy of Willy Keyworth Photography



“Charleston Race Week has a vibe that’s hard to beat!”

TABLE OF CONTENTS

- 2** Sponsors
- 3** Welcome Letter
- 5** Schedule of Events
- 6** Charleston Ocean Racing Association
- 8** Harbor Traffic Information
- 9** Safety Plan
- 10** Destination Charleston
- 12** Dining Guide
- 13** Area Maps
- 14-17** Sailing Instructions
Inshore Circles 1, 2 & 3
- 18** Inshore Race Courses
- 19-21** Sailing Instructions
Offshore Circle 5
- 22-23** Offshore Race Courses
- 24-26** Sailing Instructions
Pursuit Class Circle 6
- 27-28** Pursuit Class Race Courses



Over 100 Years of Innovation & Service

Only
Available
From The
Original
Sailcloth
Company.

AIRX SPINNAKER FABRICS

- **500N** AIRX - the unique, high performance
- **600N** spinnaker fabric from Bainbridge
- **650N** keeps you out in front.
- **700N**
- **800N** Contact your Sailmaker for more details.
- **900N**



KARVER[®] sailing experience

- FURLING SYSTEMS
- DECK HARDWARE
- BLOCKS
- WINCHES
- LOCKS
- JAMMERS

**ONE
STEP
AHEAD**



• sailcloth • furling systems • liferafts • safety • hydrogenerators • compasses • hardware •

 **BAINBRIDGE**
INTERNATIONAL
www.bainbridgeintusa.com



2022 EVENT SCHEDULE

All events listed here are located in the Regatta Village at the Charleston Harbor Resort & Marina. Shoreside Event Passes are required for those wishing to attend the evening festivities.



Thursday, April 28

- 1200-1700** Registration packet pick-up at Lookout Pavillion
- 1300** Informal practice racing on Circle 2, VHF 73
- 1730-1800** Skippers' Meeting at Lookout Pavilion
- 1800** Local knowledge + "How to Approach the Day and Strategy Based on Conditions" at the Jumbotron
- Post Race** Overnight Sail Service by Quantum Sails, drop off at table on the main walkway
- 1800** "Meet and Greet" with the PRO's and Judges - questions and answers on the Hotel Terrace
- 1800-2100** Opening Beach Party with Live Music, Buffet, Open Goslings Rum and Plankowner Brewing Co. Beer Bar, Tarpon Cellars Wine Tasting

Friday, April 29

- 0730** "Applying the Forecast to Racecourse" on ZOOM and the Jumbotron
- 0930** Pursuit Class – First Warning Signal for 1st boat
- 1100** Inshore (Circles 1, 2 & 3) – First Warning Signal
- 1100** Offshore (Circle 5) - First Warning Signal
- Post Race** Dock Talks for J/70 and J/88 hosted by Quantum Sails. Swing by for a beverage and a snack, and learn how to improve. (Look for boats with Q flags among class dockage)
- Post Race** Overnight Sail Service by Quantum Sails, drop off at table on the main walkway
- 1800** Daily Video Debrief, "Best Do and Don't Moves of the Day" on the Jumbotron hosted by Leandro Spina, Olympic Development Director, presented by Quantum Sails
- 1800-2100** Daily Awards, Beach Party, Beach Buffet, Live Music. Open Goslings Rum & Plankowner Brewing Co. Beer Bar, Tarpon Cellars Wine Tasting

Saturday, April 30

- 0730** "Applying the Forecast to Racecourse" on ZOOM and the Jumbotron
- 0930** Pursuit Class – First Warning Signal for 1st boat
- 1100** Inshore (Circles 1, 2 & 3) – First Warning Signal
- 1100** Offshore (Circle 5) - First Warning Signal
- Post Race** Dock Talks for J/70 hosted by Quantum Sails. Swing by for a beverage and a snack, and learn how to improve. (Look for boats with Q flags among class dockage)
- Post Race** Overnight Sail Service by Quantum Sails, drop off at table on the main walkway
- 1800** Daily Video Debrief, "How To Break From The Middle Pack" on the Jumbotron hosted by Leandro Spina, Olympic Development Director, presented by Quantum Sails
- 1800-2100** Daily Awards, Beach Party, DJ, Open Goslings Rum & Plankowner Brewing Co. Beer Bar
- 1830** Pro-Am Regatta off the Wedding Dock with live streaming on the Jumbotron

Sunday, May 1

- 0730** "Applying the Forecast to Racecourse" on ZOOM and the Jumbotron
- 0930** Pursuit Class – First Warning Signal for 1st boat
- 1100** Inshore (Circles 1, 2 & 3) – First Warning Signal
- 1100** Offshore (Circle 5) - First Warning Signal
- 1400-1800** Beach Gathering, Chili, Open Plankowner Brewing Co. Beer Bar
- 1530** Daily Video Debrief, "Best Lessons and Race Highlights" on the Jumbotron hosted by Leandro Spina, Olympic Development Director, presented by Quantum Sails
- 1700-1800** Awards Ceremony

CORA SAILING'S LIFEblood IN CHARLESTON

To all of you returning competitors and new participants, I want to welcome you to the 26th edition of Charleston Race Week. We hope you have come to expect the Southern hospitality this gracious city, recipient of many of the nation's top tourism awards, has to offer. It is our lofty goal on an annual basis to match the high standards of our host city. Our Event Director, Randy Draftz, does an outstanding job year after year maintaining this goal all the while picking up prestigious accolades and rave reviews for his efforts

Of course, the army of volunteers and the topflight race management teams create the consistency to keep you guys intense on the course and happy at the parties! These folks work continuously in what has become a year round effort to maintain and increase the experience of this event. Primarily, this crowd of workers are members of Charleston Ocean Racing Association (CORA) which is the Owner of Charleston Race Week. There is an extensive management and oversight team which helps to maintain the quality of the event as well. Our motto "A Regatta Unlike Any Other" is partly due to vision and structure in place. While keeping the entry fees moderately reasonable, the goal is not only to provide a world class event but to also support and benefit the growth and relevance of our sport. The net proceeds go to benefit numerous sailing programs serving the community of youth, adults, veterans and special needs.

CORA has also benefited in being able to fund more racing programs both Inshore and Offshore to increase the skill, ability and participation of boats that otherwise would be occasional cruisers. The Offshore Sailing Series is nearing its second decade with results becoming more apparent every year. These Charleston based boats are becoming commonplace in faraway regattas travelling to places such as Annapolis, Newport, Regatta Time in Abacos, Heineken Regatta, Bermuda races, the annual SOCR series and other regattas along the Georgia/Florida coast. The benefit of this focus is to increase the participation of "big boat" racing which is an integral aspect to the overall health of Sailing.

As you enjoy the on-water competition, fun-filled Rum parties, continuing friendships and making new ones, understand you are also helping to support the sport we are all so passionate to share.

Good luck to you all,

Eddie Evans
Commodore
Charleston Ocean Racing Association (CORA)



SAILING INC.

Get It At The Inc.

Representing Sailing's Best Brands

The Sailing Inc. is your source for everything racing - from blocks to lines, foulies and more. It's our goal to help your boat go as fast as possible.

thesailinginc.com | (800) 450-7245

CHARLESTON RACE WEEK GIVES BACK

Charleston Race Week is a non-profit event that supports many worthwhile causes engaged in the sport of sailing.

- **US Sailing's STEM Education Series and REACH Program** utilizes sailing as an educational platform, challenging youth to embrace education and explore productive Science, Technology, Engineering, and Math based careers (STEM). Combining educators, sailing instructors, engineers, and scientists with today's youth provides them with a one of a kind authentic learning experience.
- **College of Charleston Sailing Team** - Donor support has helped CofC become a top-ranked college sailing team.

- **Warrior Sailing Program** - Getting military service members on the water provides physical, mental and emotional therapy for a variety of injuries and illness. The Warrior Sailing Team won their fleet at CRW 2017!
- **Charleston Community Sailing** - provides access, facilities and sailing instruction to people of all socioeconomic backgrounds and physical abilities. The programs engage lives by building character and instilling a sense of accomplishment. This organization also supports the **S.C. Special Olympics Sailing Team**.

- **Sailors for the Sea** - CRW has established a sustainability program and, with the help of our Green Team, regatta participants and sponsors, we consistently achieve Gold Level Certification in the Sailors for the Sea Clean Regattas Program.
- Additional programs supported:**
- **Local High School Sailing**
 - **Local Yacht Club Junior Sailing Programs**
 - **South Atlantic Yacht Racing Association Race committee training**

Best prices, service and selection. Period.

**Total
Wine**[®]
SPIRITS • BEER & MORE



Lowest prices in town

It's been our commitment to you for 30 years.
And it's simple—we buy more so you pay less.



At your service

Quite simply, we have the best trained people
in the biz. What'll it be today?



You won't believe your eyes

But believe this—a typical store carries over
8,000 wines, 4,000 spirits and 2,500 beers.

FIND WHAT YOU LOVE. LOVE WHAT YOU FIND.

WINERY DIRECT[®] COUPON | Valid 4/28/2022 - 5/8/2022

ONLINE CODE 7182

WINERY DIRECT[®]

Look for
these signs
and save

15% Off Wine

Save 15% on 750ml and 1.5L Winery Direct[®] Wines.

Excludes items with prices ending in 7. Cannot be combined with any other Total Wine & More WINE Coupon or case discount. Coupon valid in Charleston and Mt. Pleasant, SC only. Not valid on previous purchases. Offer valid 4/28/2022 - 5/8/2022. Valid in-store, on the Total Wine app or at TotalWine.com. Must present coupon at time of purchase. One-time-use coupon.



40000007182

Visit our stores at
Charleston
1820 Ashley River Road
Charleston, SC 29407

Mount Pleasant
1501 N Highway 17
Mount Pleasant, SC 29464

TotalWine.com

HARBOR TRAFFIC THINGS TO KNOW

Welcome to the Port of Charleston. Our deep water and world-class ship terminals comprise the nation's 9th largest seaport, and our beautiful harbor is one of the nation's largest sailing venues. In a typical year, Charleston attracts well over 2000 ship calls, and 2,000 starts on sailing courses. That's no coincidence. Our harbor is central to our way of life, as a prosperous gateway for commerce, as our setting for sportsmanship and recreation, and as a fitting venue for competition amongst the best sailors in the world!

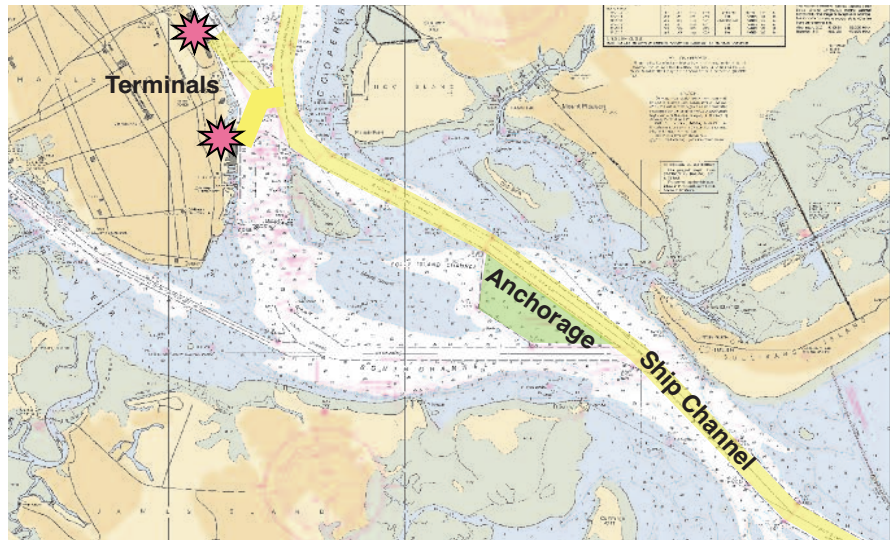
Preventing incidents between ships and boats is therefore one of our continual concerns. Sharing the harbor requires constant attention to the rules of the road and the rules of racing.

Racers have a distinct maneuvering advantage over ships. Ships are fairly predictable, because they're confined to the channels. While there are shallow areas of the harbor, sailboats are far less restricted. From the ship's perspective, sailboats can appear to be fairly random. While pilots understand racing and race courses, Race Week is a series of courses each with a series of fleets. What's going on in your fleet and your race is quite apparent to you, but what's going on across the entire waterway is much more difficult to assess.

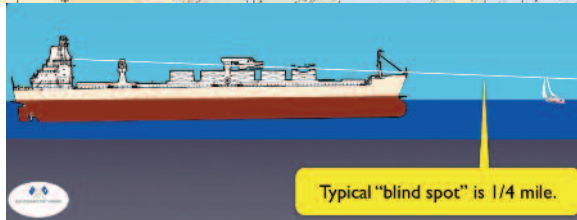
Anytime you're near a ship, or crossing a channel in sight of a ship, or sailing along the edge of the channel ahead of a ship, call the ship on channel 13 or 16 VHF and broadcast your intentions. The pilot will appreciate it. If you can't see the name of the ship, simply call the "inbound" or "outbound" ship in "the lower harbor," for example, and tell him what you're up to. Use your sail number as an identifier, and the ship will know exactly who you are.

Charleston now handles the largest ships trading on the East Coast, carrying more than 14,000 containers. Our container berths are continually turning over, and therefore, when you see one container ship coming in, there's probably one just around the bend coming out. Two ships meeting in the channel is a precise maneuver, and getting too close to this is dangerous for everyone involved. Frequent places here for ships to pass each other are right off the Yorktown, near the Anchorage, near Fort Sumter, and through the jetties and all the way out to the Entrance Buoy 13 miles offshore. Passing ships need the entire channel. In these areas, particularly, please take advantage of the deep water outside the buoys.

Vigilance while sailing to the course or back into the harbor is just as important as when racing. The few close calls we've had were most often when racers were coming back into the harbor after a full day of racing. Along the entrance channel, when in sight of a ship, please sail outside of the buoy line, especially between the jetties. Under no circumstances



should you try to take the middle between two passing ships. The ships will induce turbulence and wind shifts



between them that will not work in your favor. This may seem like common sense, but it wasn't to one racer a few years ago.

Race courses can and may cross a channel. Even if the course doesn't, the favored tack may. When approaching and crossing channels, make sure you're aware of approaching ships, and their tugs, and observe Rule 9 when in sight of a ship. Rule 9 obliges smaller vessels to give way to vessels confined to the channel. There is nowhere in Charleston Harbor where a Race Week entrant is restricted to the same channels the ships are, so the ship is always going to be privileged.

Please also remember that ships are just as confined to the channel outside the harbor as they are inside the harbor. Rule 9 applies all the way to the "C" buoy 13 miles offshore.

Ships tend to go faster than most assume, up to 22 knots in the offshore channel, and up to 15 knots in the harbor. If you see a ship coming, plan on it getting to you faster than you think.

If you must cross the channel when in sight of a ship, remember that the ship has a blind spot 1/4 mile ahead. If you can't see the windows on the bridge of the ship, the ship can't see you. Shipboard radar has roughly the same blind spot. If your entire boat cannot be seen by the pilot during the entire time you're crossing the channel ahead of the ship, you are way too close.

Remember also that sailing has its unexpected moments. If you pop a halyard or foul your sheets and can't tack when you planned, you'll want plenty of time to get things sorted out

and still stay clear of the ship. Please maintain a buffer to allow for the unexpected.

The most unpredictable maneuver you're

likely to observe is when a ship is going into or out of the anchorage. The anchorage is just north of Fort Sumter, nearby the inshore courses. If you see a ship slowing down or making any turns in this area, the ship may be anchoring. Please familiarize yourself with anchorage "A" on the chart, and if you're unsure of what a ship is doing, stay clear and call it on channel 13 or 16.

Another rule of thumb is, if you're considering using a ship to gain an advantage over a competitor, you're too close. Set the example for everyone around you with prudent tactics.

You may see a ship with a Coast Guard escort. In these cases, expect the Coast Guard to keep you up to 500 yards from the ship. Plan ahead, and heed the Coast Guard's warnings if you didn't plan well enough. A Coast Guard boarding will slow you down a lot more than an extra couple of tacks.

Many of Charleston's harbor pilots are racers themselves, and we're very proud of the success of Race Week. Many of the pilots that are working would rather be on the course with you. We hope during Race Week, the ships are nothing more than part of the ambiance of the harbor. We are so pleased to have you here adding to the ambiance of our homeport!

Sail safe, sail fast, and enjoy Charleston!

John Cameron,
Executive Director of the Harbor Pilots
Captain, U.S. Coast Guard (Ret.)
Lightning #14266
843-693-3557
JCameron@CharlestonPilots.com

SAFETY PLAN

WELCOME TO 2022 CHARLESTON RACE WEEK. This plan is to ensure that you and your crew have a safe and enjoyable regatta. We ask that you share this plan with your entire crew so that they might be prepared in case of an emergency. While Charleston Race Week will make every reasonable effort to provide a safe environment, competitors are reminded that all persons competing do so at their own risk and are solely responsible for their own safety.

Charleston Race week has a Medical Director and medical personnel from Roper St. Francis Healthcare available during the regatta. They will oversee all medical emergencies both on and off the water.

On the water, two (2) teams of medical personnel will be patrolling the race courses in designated safety boats. One (1) team will be located on the offshore courses and the other team in the harbor for the inshore courses. Each safety boat will consist of a paramedic, registered nurse and emergency kits including a spine board and heart defibrillator. Additional equipment will be located on shore in EMS vehicles.

The medical team will evaluate the severity of any injury and attempt to treat minor injuries on the water while seriously injured persons will be moved to shore for treatment.

Protect Against Covid

Charleston Race Week does not have a mask mandate in place for the 2022 event, but the virus is still among us. It is up to each individual whether you want to wear a mask or not and we ask that if you are experiencing any covid-related symptoms, please do not compete or come to the regatta events. Let's all do our part to stay safe and healthy!

Please refer to the instructions below for emergencies.

For emergencies on the water, hail "The PRO on your race course" on the VHF channel assigned.

If able, immediately also call the Medical Officer at (843) 345-2040.

Stay calm and be ready to identify the following:

- Your Boat Name, Hull Color and Sail Number
- Your Location
- Nature of the Injury
- Crew Members Name and Information

The PRO will call the medical team either by VHS or telephone and help will be on its way.

For an emergency on land, contact the Event Director at (843) 628-5900 who will get one of the medical teams to evaluate and treat the individual.

THANKS FOR RACING AND PLEASE STAY SAFE!



COME RACE WITH US!

Mark your calendars for the 2nd annual Safe Harbor Race Weekend sailing regatta in & around Narragansett Bay!

August 12-14, 2022 | Newport, RI



DISCOVER MORE

DESTINATION CHARLESTON



Captivating and walkable, Charleston attracts people from around the world. Prized for its cosmopolitan aura, well-reserved architecture and authentic sense of self, the destination beckons visitors to return time after time. There is always something new to discover or savor during a visit to the Holy City.

The prevailing conservation mind-set means the entire Charleston area is a veritable trove of living history. To unlock the secrets of Charleston's colorful past, visitors can pay homage to the colony's birthplace at Charles Towne Landing where they can learn about rice cultivation, and stroll through some of the finest antebellum dwellings in America.

Local maritime history began when the first colonists sailed into the harbor in 1670. The tales of merchant traders, pirates and naval foes who subsequently navigated these waters are among the area's most notorious lore.

Although Charleston's current skyline is speckled with church steeples and ship-loading cranes, the leisurely paced, 30-minute ride to Ft. Sumter is a panoramic experience that harkens back to the era of cannons and casks of rum. While standing amid the cannons, you can imagine the first successful submarine expedition, which launched from Charleston in 1864. The H.L. Hunley sank shortly after ramming an enemy ship, but the vessel was salvaged in 2000 and is on display at North Charleston's Warren Lasch Conservation Center.

Meanwhile, the area's most visited ship, the USS Yorktown, is the centerpiece of the Patriot's Point Naval and Maritime Museum. Visitors flock to the site to tour this decommissioned WWII aircraft carrier.

FABULOUS FARM FARE

Named one of the world's 10 Best Delicious Destinations by Travelocity, Charleston is an epicure's dream. From hidden gems serving up local flavor to five-star spots with innovative menus, Charleston is home to a volume of world-class dining normally associated with cities five times its size. Today's chefs are inspired by nature, harvesting from the region's estuaries, rich with shrimp, fish, crabs and oysters, and marshlands

Charleston also has an invigorating nightlife scene, with a wide choice of quaint historic pubs, music venues, and bars.

SHOPPING MECCA

From the famous King Street Shopping District to specialty shops along Market and East Bay Streets, you can find everything from trinkets and jewelry, collectibles and antiques, to contemporary and high fashion.

VIBRANT CULTURAL OFFERINGS

Charleston has developed a reputation as an international cultural destination. With more than 500 live performances annually, high energy festivals, popular gallery walks and outdoor concerts, the opportunity to experience theatrical, musical magic exists every day. The area is also home to many wonderful museums.



Tetra Images/Getty Images
By Condé Nast Traveler Magazine

Is it the cobblestone streets?
The colorful, historic row homes?
The fantastic food?
Whatever it is, Charleston's got everyone
thoroughly charmed once again!

**Charleston has consistently been
been voted the No. 1 destination city
in the United States**

by Travel + Leisure Magazine
and the No. 2 city in the United States

by Condé Nast Traveler Magazine

BEAUTIFUL BEACHES

Charleston is more than just a beloved city, it is home to five beautiful beach towns, each with its own distinctive character.

- Sullivan's Island - A warm and welcoming seaside village that sits proudly at the mouth of the Charleston Harbor.
- Isle of Palms - Here you will find a 1,500-acre resort, two championship golf courses and a marina.
- Folly Beach - An eclectic, laid back beach community just 15 minutes from downtown Charleston.
- Kiawah Island - A 10,000-acre barrier island with 10 miles of uninterrupted beaches, world-class golf and an acclaimed resort.
- Seabrook Island - This 2,200-acre tranquil, private island offers championship golf, a deep-water marina, and horseback riding.

A young man with dark hair, shirtless and wearing teal shorts, stands on the deck of a boat. He is holding a black pole and looking out at the ocean with a smile. The background shows a rocky coastline under a bright sky.

**RUN, WALK, SAIL,
BIKE, DRIVE...**

**NO MATTER HOW YOU GET HERE,
THE LATEST SUMMER STYLES
WILL BE WAITING.**



SOUTHERN TIDE
by M. DUMAS & SONS

1225 BELK DRIVE | SUITE H-2 | MOUNT PLEASANT, SC 29464
843.849.7859

M. DUMAS & SONS

— A CENTURY OF STYLE, A HERITAGE OF SERVICE —

Since 1917

294 KING STREET | CHARLESTON, SC 29401
843.723.8603



WHERE TO DINE IN AND AROUND CHARLESTON

"Best regatta in America! So well run and best shore setting hands down!"



© Priscilla Parker



WWW.THELONGBOARDSULLIVANS.COM
(843) 868-8161



- LOBSTER ROLLS • FISH TACOS • SHRIMP & GRITS •
• AND, SO MUCH MORE! •

Serving Isle of Palms with lobster, Po' Boys and every manner of seafood.
Come enjoy good seafood by the beach!



1130 OCEAN BLVD • ISLE OF PALMS

HOURS:

Mon-Thurs 11am-10pm
Fri 11-11, Sat 10-11
Sun 10-10

HAPPY HOUR M-F 3-7



Rooftop Dining
Downtown
41 S. Market St.
843-853-2900

Waterfront Dining
James Island
145 Wappoo Creek Dr.
843-795-1963



Waterfront Dining
Mt. Pleasant
508 Mill St.
843-725-4902

AREA MAPS



Featured Charleston Peninsula and James Island Restaurants and Businesses

1. Charleston Crab House - 41 S. Market St.
2. Charleston Crab House - 145 Wappoo Creek Dr., James Isl.
3. M Dumas & Sons - 294 King St.

Marinas, Yacht Clubs, and Yacht Brokerage

4. Carolina Yacht Club - 50 East Bay St.
5. Charleston Harbor Resort & Marina
6. Charleston Yacht Club - 17 Lockwood Dr.
7. City Marina - 17 Lockwood Dr. and Ashley Yachts - 3 Lockwood Dr.
8. Columbus St. Terminal - 30 Johnson St. (launch/haul)
9. James Island Yacht Club - 734 Wampler Dr., James Isl.
10. Remley's Point Boat Ramp - end of 5th Avenue
11. Trailer Parking - Mt. Pleasant Waterfront Park

Featured Mt. Pleasant, Sullivans Island and Isle of Palms Restaurants and Businesses

12. Lawrence's Seafood Co. - 1130 Ocean Blvd., IOP
13. Royall Ace Hardware - 883 Ben Sawyer Blvd., Mt. Pl.
14. Shem Creek Crab House - 508 Mill St., Mt. Pleasant
15. Southern Tide - 1225 Belk Blvd., Mt. Pleasant
16. The Longboard - 2213-B Middle St., Sullivans Island
17. Total Wine - 1501 N. Highway 17, Mt. Pleasant



Maps Courtesy of Charleston Area Convention and Visitor's Bureau

SAILING INSTRUCTIONS

INSHORE CIRCLES 1, 2 & 3



Charleston Race Week - April 28-May 1, 2022

Organizing Authority: Charleston Race Week, LLC

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This change is added to RRS 60.1(a).

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, 2022 ORC Rules [US ORC 2022](#) and the Charleston Race Week (CRW) PHRF Policies and Procedures which are posted on the ONB.

1.2 US Sailing Prescriptions to RRS 63.1 and 63.2 will not apply. The US Sailing Prescriptions can be found at [US Prescriptions](#).

1.3 Appendix V, Alternative Penalties, will apply.

1.4 Appendix T, Arbitration, will apply.

2 COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the [Official Notice Board \(ONB\)](#) accessible online in Phlotilla's Regatta Dash (gold button). Be sure to select from the top row of buttons corresponding to CRW 2022.

2.2 Any questions concerning the notice of race, these sailing instructions, or any other issue shall be submitted online at info@charlestonraceweek.com. All inquiries and responses will be posted on the ONB.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 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 place.

3.2 For an on the water change to the sailing instructions, in accordance with RRS 90.2(c): "L" flag shall be displayed with class flag, if appropriate, and will be followed by a broadcast hail of the change on the designated VHF channel.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the flagpole located on the dock outside the marina office and posted on the ONB.

4.2 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP. This changes RRS Race Signals.

5 SCHEDULE OF RACES & EVENTS

5.1 Thursday, April 28

1200-1700 Registration packet pick-up at Lookout Pavilion

1730-1800 Skippers' Meeting/Weather Briefing, Lookout Pavilion & Virtual

1800-2100 Opening Beach Party

Friday, April 29

1100 Inshore (Circles 1, 2 & 3) - First warning signal

1800-2100 Daily Awards, Beach Party

Saturday, April 30

1100 Inshore (Circles 1, 2 & 3) - First warning signal

1800-2100 Daily Awards, Beach Party

Sunday, May 1

1100 Inshore (Circles 1, 2 & 3) - First warning signal

1400-1800 Beach Party, Chili

1700-1800 Awards Ceremony

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 The orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made to alert boats that a race or sequence of races will begin soon.

5.5 On the last day of the regatta no warning signal will be made after 1400.

6 CLASS FLAGS, BOW NUMBERS STICKERS, & SAIL NUMBERS [NP][DP]

6.1	Circle 1:	Circle 2:	Circle 3:
	VX One Blue	J/70 White	ORC D Blue
	J/24 Pink	M24 Blue	J/105 Purple
	J/22/PHRF Inshore Yellow	RS21 Green	J/88 Pink

6.2 All classes will be assigned bow numbers. These bow numbers shall be displayed on both sides of the bow.

6.3 Event bow stickers shall be attached to both sides of the boats' hull at all times while racing. If applied, the event stickers are to be mounted approximately 2-4 inches below deck level and 6-8 inches aft of any bow numbers. Boats failing to display event bow stickers may be subject to protest.

6.4 All boats shall display only the sail numbers under which she has entered, unless prior approval is obtained from the race committee and posted on the ONB.

7 RACING AREA

The racing areas are shown in "Circle Locations" in "Illustration A."

8 COURSES

8.1 The diagrams in "Illustration A" detail 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 at or before the warning signal to signify the specific course.

8.3 The bearing and distance to the first mark will be displayed on the signal vessel on placards at or before the warning signal.

8.4 If one of the leeward gate marks is missing, boats shall sail around the existing leeward mark leaving it to port.

9 MARKS

9.1

	Circle 1:	Circle 2:	Circle 3:
Mark 1	Yellow Tetra	Green Tetra	Orange Tetra
Mark 0 (offset)	White Ball	Orange Ball	White Ball
Marks 2A/2B	Yellow Tetra	Green Tetra	Orange Tetra
Start/Finish	RC Vessel	RC Vessel	RC Vessel
Start Pin, if used	Green Cylinder	Yellow Tetra	Yellow Tetra
Finish Pin, if used	Orange Ball	Yellow Tetra	White Ball
Change Mark	Orange Tetra	Red Tetra	Yellow Tetra

9.2 A race committee vessel signaling a change of leg of the course is a mark as provided in instruction 14.3.

10 CHECK IN

10.1 Each day before the warning signal of the first race in which she intends to start, each boat shall sail past the stern of the signal vessel on starboard tack and check-in by hailing their sail number. They shall continue to do so until the race committee verbally acknowledges their sail number.

10.2 Boats failing to check in accordance with 10.1 will be given a 20% scoring penalty as stated in rule 44.3(c). This will apply to each boat's first race of the day. [DP][NP]

11 THE START

11.1 The starting line will be between the staffs displaying orange flags on the starting marks. In the event that the port end mark vessel is not on station, it will be replaced by an inflatable mark. The course side of the inflatable mark will define the line.

11.2 For the J/70 class only, the race committee may set a buoy as a mid-line guide near the middle of the start line. This is neither a starting mark nor a mark of the course.

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. [DP][NP]

11.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This supplements RRS A4 and A5.2.

12 RECALLS

12.1 The RC will attempt to broadcast twice the bow or sail numbers of all boats observed to be OCS at the start. The list will not be updated based on a boat's actions to start properly while the broadcast is being made.

12.2 Boats identified under RRS 30.3 or 30.4 will be broadcast on designated VHF channels using bow numbers. This broadcast may be broadcast before the first boat rounds the weather mark. This changes RRS 30.4

12.3 Failure of the RC to make a broadcast or to time it accurately or the order of boat(s) hailed will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

13 CHANGE OF COURSE BEFORE THE START

13.1 If there is a significant wind shift, the signal vessel may signal a change of course for classes/fleets not yet started.

13.2 If the race committee signal vessel displays flag "C" before the warning signal, accompanied by a series of repetitive sounds, the first mark of the course will be a new / change mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. This changes RRS 26 and 33.

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 The Offset (Mark 0) will not be set after a course change or a change of course before the start.

14.3 Except at a gate, boats shall pass between the race committee vessel signaling a change of the next leg and the nearby turning mark, leaving the mark to port and the race committee vessel to starboard.

14.4 The race committee may make small adjustments to the angle of a gate without making any signals.

14.5 The race committee will attempt to broadcast any course changes over the designated VHF channel as a courtesy. Failure of a boat to hear such notification or failure to broadcast will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

15 THE FINISH

15.1 For windward finishes, the finishing line will be between a staff displaying a checkered flag on the finish vessel and a staff displaying a checkered flag on the nearby finish vessel or an inflatable buoy. This changes Race Signals.

15.2 For downwind finishes, the finish will be on the opposite side of the signal vessel from the starting line between a staff displaying a checkered flag on the signal vessel and a staff displaying a checkered flag on a nearby finish vessel or an inflatable buoy. This changes Race Signals.

16 PENALTY SYSTEM

16.1 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. This changes RRS 44.2.

16.2 Penalty declarations - A boat that has taken a penalty turn(s) in accordance with SI 1.3 shall complete the penalty declaration form before the end of the protest time limit. A boat wishing to take a post-race penalty in accordance with SI 1.3 or wishes to retire after finishing shall complete the penalty declaration form on the ONB. Select the drop down: Protests / Inquiries / Actions. [NP][DP]

17 TIME LIMITS

17.1 The time limit for the first boat to finish in each class will be 90 minutes.

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 be scored TLE (Time Limit Expired) without a hearing (see Scoring). This change is added to RRS 35, 63.1, A5.1 and A5.2.

18 HEARING REQUESTS

18.1 Protest forms are available on the ONB. Select the drop down Protests / Inquiries / Actions. Protests and requests for redress or reopening shall be delivered online or to the Protest Office within the appropriate time limit. They must include the name of the boat's skipper, that person's email address, and phone numbers. This supplements RRS 61.2.

18.2 Protest Time Limit is 60 minutes after the race committee signal vessel of the appropriate circle docks. The race committee will post the docking time on the ONB.

18.3 Notices will be posted on the ONB no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest rooms in the Hotel at the time set forth in the posted notice.

18.4 For the purpose of RRS 64.4(b) the "authority responsible" is the measurer appointed by the organizing authority (Charleston Race Week, LLC).

18.5 Notices of protests by the race committee, the technical committee or the protest committee will be posted to inform boats under RRS 61.1(b).

18.6 On the 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 RRS 62.2.

18.7 If the race committee posts a list of boats scored OCS, ZFP, UFD, BFD, NSC or TLE on the official board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes RRS 62.2(a).

19 SCORING

19.1(a) When five (5) or fewer races have been completed, a boats series score will be the total of its race scores. (b) When six (6) or more races have been completed, a boat's series score will be the total of its scores, excluding its 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 entries in that class. This supplements RRS A4, A5.1 and A5.2.

19.3 A boat that did not start, did not finish, or was disqualified shall be scored points for the finishing place one more than the number of boats entered in that race. This change is added to RRS A5.2.

19.4 Inshore ORC classes will be scored using time-on-time, five number ratings for windward/leeward courses. Prior to the warning signal, the race committee will announce its intention for the wind band to be used for scoring the race.

20 SAFETY REGULATIONS [NP][DP]

20.1 Each competitor is solely responsible for their own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at their own risk. Neither the Charleston Race Week, LLC 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, leaves the course area or returns to the course area between races shall notify the race committee as soon as possible. Failure to do so may result in protest.

20.3 Each morning, there will be a courtesy announcement on each circle's designated VHF channel 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.

20.4 Inshore Circles 1, 2 and 3 competitors, please be advised that when transiting to the race area from Charleston Harbor Marina, leave G29 to starboard. Boats passing between G29 and Castle Pinckney is not recommended.

20.5 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. Boats must take evasive action well in advance of any potentially dangerous situation.

20.5.1 A boat whose actions or maneuvers result in danger signal (5 or more blasts) from commercial vessels shall be protested by the race committee or protest committee. The penalty for breaking this rule may be disqualification from the entire regatta.

20.5.2 A boat without way shall use all means of propulsion to avoid commercial traffic. The boat may continue racing provided: a) the boat does not gain an advantage; b) using the propulsion is the boat's only means of avoiding the commercial traffic, and; c) the boat submits a report in writing or electronically to the race committee by the protest time limit that describes the incident and the boat's actions.

21 REPLACEMENT OF CREW OR EQUIPMENT

21.1 Substitution of competitors or equipment will not be allowed without the prior written approval of the Event Principal Race Officer or Race Director.

21.2 Approved changes will be posted on the ONB by 0800 hrs on the day the change will take effect.

22 EQUIPMENT AND MEASUREMENT CHECKS

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 member of the race committee or the technical committee to proceed immediately to a designated area for inspection.

23 SUPPORT TEAMS [NP][DP]

23.1 Support vessels shall register on the [CRW Event Page](#).

23.2 Support vessels shall be marked by a pennant supplied by the race committee and remain 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.

23.3 Failure of a support vessel to register shall be considered a breach of RRS 2 (Fair Sailing) by the boats associated with the support vessel, and is subject to protest.

23.4 Support vessels shall carry a VHF radio tuned to the designated race committee VHF channel of the nearest race circle and be ready to assist the race committee if so instructed.

23.5 Support drivers shall have valid third-party liability insurance or the equivalent and provide proof upon request by the race committee or organizing authority.

24 HAUL OUT [NP][DP]

Boats shall not be hauled during the regatta except with and according to the terms of prior written permission of the event Principal Race Officer or the Race Director.

25 PRESS AND SPECTATOR BOATS [NP][DP]

25.1 All press and official spectator vessels shall be registered with the race organizers during registration. Press and official spectator vessels shall monitor the designated VHF channel for the course they are on and be ready to assist the race committee if so instructed.

25.2 Press and spectator vessels shall not interfere with the racing in any way and remain 150 yards from any boat that is racing and on the outside of the race course as defined by the location of the rounding marks at a distance outside the race course 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 vessels shall display a flag, or other identification symbols as may be required by the race committee.

26 RADIO COMMUNICATION [NP]

26.1 The race committee will broadcast its intentions for racing that day on the designated VHF Channel at 0930 and again at 1000.

26.2 The race committee may broadcast the bearing and distance to the first mark or report other visual signals on the applicable VHF channel before the warning signal. Information broadcast by the race committee is provided as a courtesy to competitors and does not 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 race committee will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

26.3 The designated VHF channels for each circle are as follows:

Circle 1	VHF Channel 1066 or 66A
Circle 2	VHF Channel 69
Circle 3	VHF Channel 71

27 PRIZES

27.1 One daily trophy will be awarded in each class for each day of racing. One overall trophy will be awarded in each class for every three boats entered up to a maximum of three trophies per class.

27.2 The entry that wins the most competitive one-design class will receive recognition on the Charleston Race Week Cup Perpetual Trophy.

27.3 Jubilee Sportsmanship Perpetual Trophy will be awarded to the participant who has displayed outstanding examples of good sportsmanship during Charleston Race Week.

27.4 The entry that wins the most competitive handicap class will receive recognition on the Palmetto Cup Perpetual Trophy.

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

28 RISK STATEMENT AND DISCLAIMER OF LIABILITY

28.1 Competitors participate in the regatta entirely at their own risk. (See RRS 3, 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.

28.2 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 nor inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the skipper.

28.3 Charleston Race Week, LLC, Sponsors of the 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.

28.4 The skipper shall be responsible for the conduct of the 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. The boat may be subject to protest which, may include disqualification from the regatta.

29 INSURANCE

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.

30 INSHORE RACE OFFICIALS

Event/Race Director: Randy Draftz

rdraftz@charlestonyachting.com

Event PRO: Taran Teague

janetaranteague@gmail.com

703.851.2552

Circle One RO: Chip Till

chiptill5351@gmail.com

843.556.6554

Circle Two RO: Mark Foster

mfoster1053@gmail.com

361.816.9801

Circle Three RO: Matthew Hill

matthewhill@ussailing.org

401.266.4102

Chief Judge: Sarah Ashton

ashtonsh1@me.com

843.722.3596



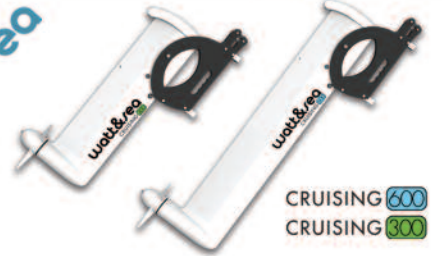
© Priscilla Parker

Over 100 Years of Innovation & Service

PLASTIMO



watt&sea



CRUISING 600
CRUISING 300

KARVER
sailing experience

NEW!
KFv3



AIRX
SPINNAKER FABRICS



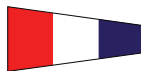
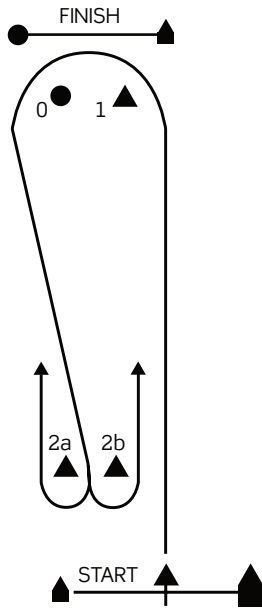
· sailcloth · furling systems · liferafts · safety · hydrogenerators · compasses · hardware ·



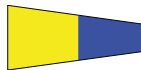
INSHORE RACE COURSES CIRCLES 1,2&3 • ILLUSTRATION A

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.

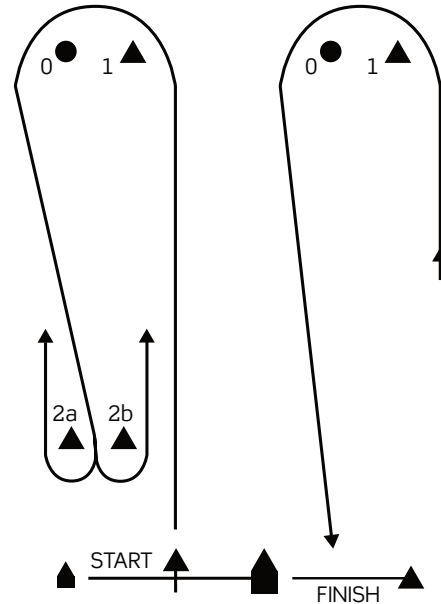


Course 3: 3 Legs
Marks: S - 1 - 0 - 2a/b - F



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

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

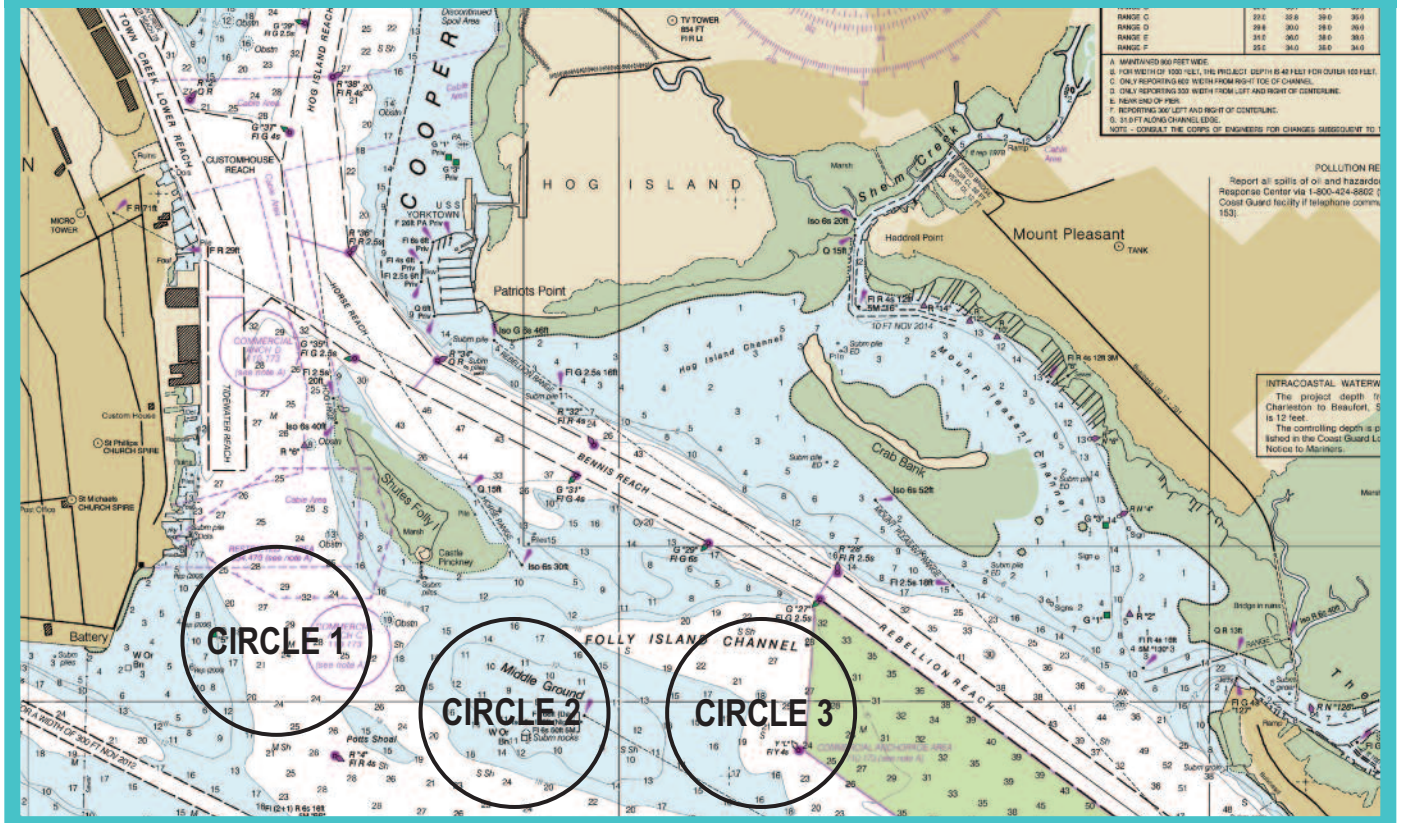


Course 4: 4 Legs
Marks: S - 1 - 0 - 2a/b - 1 - 0 - F



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

CIRCLE LOCATIONS



SAILING INSTRUCTIONS

OFFSHORE CIRCLE 5



2022 Charleston Race Week - April 28-May 1, 2022

Organizing Authority: Charleston Race Week, LLC

The notation "[DP]" in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation "[NP]" denotes that a breach of this rule will not be grounds for protest by a boat. This changes RRS 60.1(a).

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the 2022 ORC Rules [US ORC 2022](#).

1.2 The Equipment Rules of Sailing will apply. [Equipment Rules of Sailing](#).

1.3 The classes sailing on the Offshore Circle 5 shall comply with WS Offshore Special Regulations Category 4 requirements. For more information, refer to [World Sailing Special Regulations](#).

1.4 US Sailing Prescriptions to RRS 63.1 and 63.2 will not apply.

1.5 Appendix V, Alternative Penalties, will apply.

1.6 Appendix T, Arbitration, will apply.

2 COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the [Official Notice Board \(ONB\)](#) accessible online in Phlotilla's Regatta Dash (gold button). Be sure to select from the top row of buttons corresponding to CRW 2022.

2.2 Any questions concerning the notice of race, these sailing instructions, or any other issue shall be submitted to info@charlestonraceweek.com. All inquiries and responses will be posted on the ONB.

3 CHANGES IN THE SAILING INSTRUCTIONS

3.1 Any shore side change in the sailing instructions will be posted on the ONB before 0800 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, in accordance with RRS 90.2(c): "L" flag shall be displayed with class flag, if appropriate, and will be followed by a broadcast of the change on the designated VHF channel. This changes RRS 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 and posted on the ONB.

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 28

1200-1700 Registration packet pick-up at Lookout Pavilion

1730-1800 Skippers' Meeting/Weather Briefing, Lookout Pavilion & Virtual

1800-2100 Opening Beach Party

Friday, April 29

1100 Offshore (Circle 5) - First warning signal

1800-2100 Daily Awards, Beach Party

Saturday, April 30

1100 Offshore (Circle 5) - First warning signal

1800-2100 Daily Awards, Beach Party

Sunday, May 1

1100 Offshore (Circle 5) - First warning signal

1400-1800 Beach Party, Chili

1700-1800 Awards Ceremony

5.2 Six (6) races are scheduled for Offshore Circle 5. One race for each class shall be completed to constitute a regatta for that class.

5.3 No warning signal will be made after 1200 on Sunday, May 1.

6 CLASS FLAGS, STICKERS, & SAIL NUMBERS [NP][DP]

6.1 All classes will be assigned bow numbers. These bow numbers shall be displayed on both sides of the bow.

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.

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.

6.5 Class flag will be ORC A - White, ORC B - Green/Pink.

7 RACING AREA

The racing area will be the Charleston Harbor and ocean as shown in "Illustration B" Race Areas.

8 COURSES

8.1 The diagrams in the SI "Illustration B" shows the intended courses 1, 1E, 1X, 2L, 3L and 4L. The "E" and "X" courses offer a longer Government mark course. The 2L and 3L courses offer two laps of offshore windward-leeward.

Course 1 - 10.5 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), pass through GATE (G15/R16), pass through GATE (G21/R22), leave G25 to port, finish.

Course 1E - 13.5 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), pass through gate (G13/R14), pass through GATE (G21/R22), leave G25 to port, finish.

Course 1X - 16.5 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), pass through gate (G11/R12), pass through GATE (G21/R22), leave G25 to port, finish.

Course 2L - 16.5 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), pass through gate (G15/R16), leave Mark 1 to port, leave Mark 2 to port, leave Mark 1 to port, pass through GATE (G15/R16), pass through GATE (G21/R22), leave G25 to port, finish. Mark 1 from GATE (G15/R16) 2.0 nm, Mark 2 from GATE (G15/R16) 1.0 nm.

Course 3L - 19.5 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), pass through gate (G13/R14), leave Mark 1 to port, leave Mark 2 to port, leave Mark 1 to port, pass through GATE (G13/R14), pass through GATE (G21/R22), leave G25 to port, finish. Mark 1 from GATE (G13/R14) 2.0 nm, Mark 2 from GATE (G13/R14) 1.0 nm.

Course 4L - 20.3 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), round R14 to port, round N2 (off Rattlesnake Shoal) to port, round Mark 1 to port, round R16 to starboard, pass through GATE (G21/R22), leave G25 to port, finish. Mark 1 is located at approximately 32°44.55N and 79°46.65W.

Course 4LR - 20.3 nm (ORC): start, leave G25 to starboard, pass through GATE (G21/R22), round R16 to port, round Mark 1 to starboard, round N2 (off Rattlesnake Shoal) to starboard, round R14 to starboard, pass through GATE (G21/R22), leave G25 to port, finish. Mark 1 is located at approximately 32°44.55N and 79°46.65W.

8.2 Placards showing the course to be sailed for each class, and the direction to Marks 1 and 2 (if used) from the gate marks will be displayed on the signal vessel and announced on VHF 73 no later than the warning signal.

8.3 Prior to the warning, the race committee will announce the designated scoring gate mark if any.

9 MARKS

The start marks will be a race committee signal vessel and an orange tetrahedron. Government marks are G"25", G"21", R"22", G"15", R"16", G"13", R"14", G"11", R"12", and N"2" off Rattlesnake Shoal. Mark 1 is a yellow tetrahedron, and Mark 2 is an orange cylinder with a black band. Finish marks will be a race committee vessel and an orange inflatable mark.

10 CHECK IN

Boats intending to race shall check in with the race committee via VHF channel 05A or 1005 at the harbor starting area no earlier than 30 minutes before their warning time. Boats shall confirm the number of persons on board. A boat shall continue to check in until acknowledged by the Race Committee.

11 THE START

11.1 The harbor starting area will be in the area bounded by Rebellion Reach to the southwest and the access to the Mt. Pleasant Channel G "1" to the northeast and FL R "130" at the access to the ICW/Sullivan Island Narrows to the east. (Approximately 32°46.00N and 79°52.50W.) The Pursuit Classes on Circle 6 and Offshore Circle 5 will use the same start/finish line location.

11.2 The starting line will be between the staff displaying an orange flag on the signal vessel and the course side of an inflatable mark.

11.3 The race committee will use RRS 26.

11.4 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes supplements RRS A4 and A5.2.

12 RECALLS

Failure of a boat to hear her recall notification and the timing and order of such hails or failure to hail will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

13 CHANGE OF THE NEXT LEG OF THE COURSE

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

14 THE FINISH

14.1 The finish line will be in the vicinity of the harbor start, which is the area bounded by Rebellion Reach to the southwest and the access to the Mt. Pleasant Channel G "1" to the northeast and FL R "130" at the access to the ICW/Sullivan Island Narrows to the east. (Approximately 32°46.00N and 79°52.50W.)

14.2 The finish line will be between a staff displaying a checkered flag on the signal vessel at the port end and an inflatable mark at the starboard end.

15 PENALTY SYSTEM

Penalty declarations - A boat that has taken a penalty turn(s) in accordance with SI 1.5 shall complete the penalty declaration form available online before the end of the protest time limit. A boat wishing to take a post-race penalty in accordance with SI 1.5 or wishes to retire after finishing shall complete the penalty declaration form on the [Official Notice Board](#). Select the drop down Protests / Inquiries / Actions. [NP][DP]

16 TIME LIMIT

16.1 All boats shall finish by 1600 on Friday and Saturday.

16.2 All boats shall finish by 1500 on Sunday.

16.3 Boats not finishing within the time limit will be scored TLE (Time Limit Expired) without a hearing. This change is added to RRS 35, 63.1, A5.1 and A5.2.

17 HEARING REQUESTS

17.1 Protest forms are available on the [Official Notice Board](#). Select Protests / Inquiries / Actions. Protests and requests for redress or reopening shall be delivered online or to the Protest Office within the appropriate time limit. They must include the name of the boat's skipper, that person's email address, and phone numbers. This supplements RRS 61.2.

17.2 Protest time limit is 60 minutes after the race committee signal vessel of the appropriate circle docks. The race committee will post the docking time on the [Official Notice Board](#).

17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest rooms in the Hotel at the time set forth in the posted notice.

17.4 For the purpose of RRS 64.4(b), the "authority responsible" is the measurer appointed by the organizing authority (Charleston Race Week, LLC).

17.5 Notices of protests by the race committee, the technical committee or the protest committee will be posted to inform boats under RRS 61.1(b).

17.6 On the 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 RRS 62.2.

17.7 If the race committee posts boats scored OCS, ZFP, UFD, BFD, NSC or TLE on the ONB before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes RRS 62.2.

18 SCORING

18.1 When five (5) or fewer races have been completed, a boat's series score will be the total of her race scores. When six (6) races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes A2.1.

18.2 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 entered in that class. This supplements RRS A4, A5.1 and A5.2.

18.3 2022 Offshore ORC Classes will be scored using time-on-time ORC ratings. The race committee will announce which scoring option will be used prior to the warning.

18.4 If conditions permit, a scoring gate will be used at a designated mark of the course. Times will be taken as boats round the designated mark, which will be scored as one race. The complete race will constitute a second race. Prior to the warning signal, the race committee will announce the mark designated as the scoring gate mark.

19 SAFETY REGULATIONS [DP][NP]

19.1 Each competitor is solely responsible for their own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at their own risk. The Charleston Race Week, LLC nor persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.

19.2 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 or by telephone. Failure to do so may result in protest.

19.3 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. Boats must take evasive action well in advance of any potentially dangerous situation.

19.3.1 A boat whose actions or maneuvers result in a danger signal (5 or more blasts) from commercial vessels shall be protested by the race committee or protest committee. The penalty for breaking this rule may be disqualification from the entire regatta.

19.3.2 A boat without way shall use all means of propulsion to avoid commercial traffic. The boat may continue racing provided: a) the boat does not gain an advantage; b) using the propulsion is the boat's only means of avoiding the commercial traffic; c) the boat submits a report in writing or electronically to the RC by the protest time limit that describes the incident and boat's actions.

19.4 Each morning, there will be a courtesy announcement on the designated VHF channel 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.

19.5 Before the first warning signal of each day, boats shall have provided to the OA their crew list. Crew list updates may be sent via email to info@charlestonraceweek.com.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Boats shall sail with the same number of crew each day, 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.

20.2 Approved changes will be posted on the ONB by 0800 hrs on the day the change will take effect.

21 EQUIPMENT AND MEASUREMENT CHECKS

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 member of the race committee or technical committee to proceed immediately to a designated area for inspection.

22 PRESS AND SPECTATOR VESSELS [NP]

22.1 All press and official spectator vessels shall be registered with the race organizers during registration. Press and official spectator vessels shall monitor the designated VHF channel for the course they are on and be ready to assist the Race Committee if so instructed.

22.2 Press and spectator vessels shall not interfere with the racing in any way and remain 150 yards from any boat that is racing and on the outside of the race course where as defined by the location of the rounding marks at a distance outside the race course where their wake causes no problem.

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

22.4 Press and spectator vessels shall display a flag, or other identification symbols as may be required by the race committee.

23 RADIO COMMUNICATION [NP]

23.1 The designated VHF channel for Offshore Circle 5 will be VHF channel 73.

23.2 The race committee will broadcast its intent on the designated VHF channel at 0830 and again at 1030.

23.3 The designated channel for check-in will be VHF channel 05A or 1005.

24 PRIZES

24.1 One daily trophy will be awarded in each class for each day of racing. One overall trophy will be awarded in each class for every three boats entered up to a maximum of three trophies per class. The entry that wins the most competitive handicap class will receive recognition on the Palmetto Cup Perpetual Trophy.

24.2 Jubilee Sportsmanship Perpetual Trophy will be awarded to the participant who has displayed outstanding examples of good sportsmanship during Charleston Race Week.

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

25 RISK STATEMENT AND DISCLAIMER OF LIABILITY

25.1 Competitors participate in the regatta entirely at their own risk. (see RRS 3, 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.

25.2 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.

25.3 Charleston Race Week, LLC, Sponsors of 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.

25.4 The Skipper shall be responsible for the conduct of the 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. The boat may be subject to protest, which may include disqualification from the regatta.

26 OFFSHORE RACE OFFICIALS

Event/Race Director: Randy Draftz

rdraftz@charlestonyachting.com

Event PRO: Taran Teague

janetaranteague@gmail.com, 703.851.2552

Offshore RO: Bruce Bingman

blocrunner@aol.com, 443.795.1040

Chief Judge: Sarah Ashton

ashtonsh1@me.com, 843.722.3596

OFFSHORE RACE COURSES CIRCLE 5 • ILLUSTRATION B

Course 1 - 10.5nm (ORC):

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), pass through GATE (G21/R22) leave G25 to port, finish.



Course 1E - 13.5 nm

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G13/R14), pass through GATE (G21/R22) leave G25 to port, finish.



Course 1X - 16.5 nm

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G11/R12), pass through GATE (G21/R22) leave G25 to port, finish.

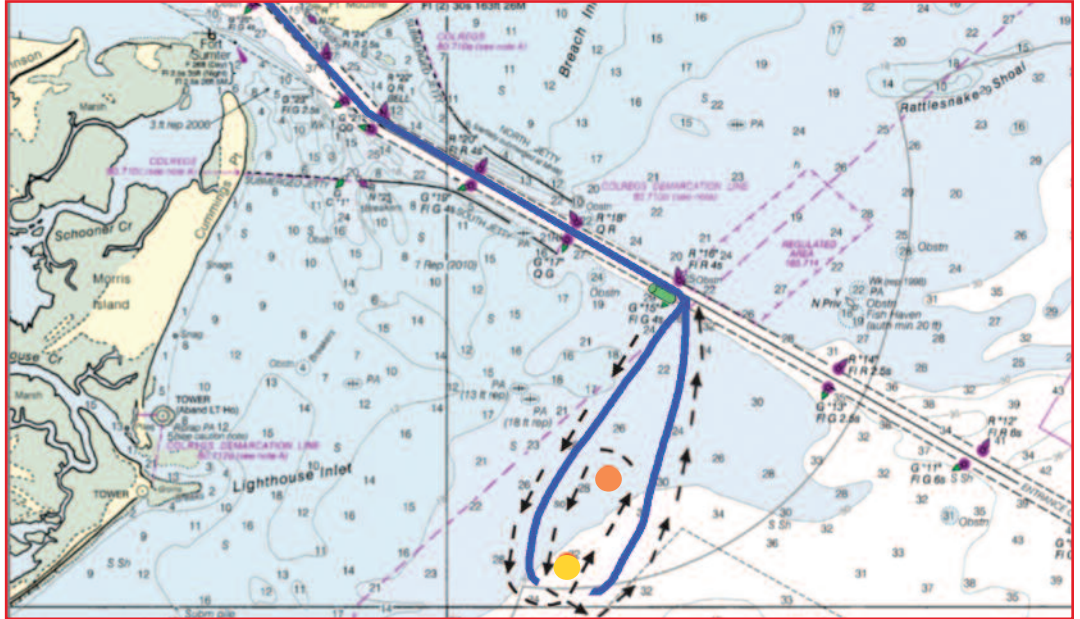


OFFSHORE RACE COURSES CIRCLE 5 • ILLUSTRATION B

Course 2L - 16.5nm (ORC):

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), leave Mark 1 to port, leave mark 2 to port, leave Mark 1 to port, pass through GATE (G15/R16), pass through GATE (G21/ R22), leave G25 to port, finish.

Mark 1 from GATE (G15/R16) 2.0nm, Mark 2 from GATE (G15/R16) 1.0nm.



Course 3L - 19.5nm (ORC):

Start, leave G25 to starboard, pass through GATE(G21/ R22), pass through GATE (G13/R14), leave Mark 1 to port, leave Mark 2 to port, leave Mark 1 to port, pass through GATE (G13/R14), pass through GATE (G21/ R22), leave G25 to port, finish.

Mark 1 from GATE (G13/R14) 2.0nm, Mark 2 from GATE (G13/R14) 1.0nm.



Course 4L - 20.3 nm (ORC):

Start, leave G25 to starboard, pass through GATE (G21/ R22), round R14 to port, round N2 (off Rattlesnake shoal) to port, round Mark 1 to port, round R16 to starboard, pass through GATE (G21R22) to port, finish.

Mark 1 is located at approximately 32°44.55N and 079°46.65W.

Course 4LR - 20.3 nm (ORC):

Start, leave G25 to starboard, pass through GATE (G21/ R22), round R16 to port, round Mark 1 to starboard, round N2 (off Rattlesnake shoal) to starboard, round R14 to starboard, pass through GATE (G21R22) leave G25 to port, finish.

Mark 1 is located at approximately 32°44.55N and 079°46.65W.



SAILING INSTRUCTIONS

PURSUIT CLASS CIRCLE 6



© Rick Walo

2022 Charleston Race Week - April 28-May 1
Organizing Authority: Charleston Race Week, LLC

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This changes RRS 60.1(a).

1 RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)* and the Charleston Race Week (CRW) PHRF Policies and Procedures which are listed on the Official Notice Board.

1.2 The Equipment Rules of Sailing will apply. [The Equipment Rules of Sailing](#).

1.3 The Pursuit Class sailing on Circle 6 shall comply with the WS Offshore Special Regulations Category 4 requirements. For more information, refer to [World Sailing Special Regulations](#).

1.4 US Sailing Prescriptions to RRS 63.1 and 63.2 will not apply.

1.5 RRS 44.3 Scoring Penalties will apply.

1.6 Appendix V2, Alternative Penalties, will apply.

1.7 Appendix T, Arbitration, will apply.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the [Official Notice Board \(ONB\)](#) in Phlotella's Regatta Dash (gold button). Be sure to select from the top row of buttons corresponding to CRW 2022.

2.2 Any questions concerning the notice of race, these sailing instructions, or any other issue shall be emailed to info@charlestonraceweek.com. All inquiries and responses will be posted on the ONB.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change in the sailing instructions will be posted on the ONB before 0800 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, in accordance with RRS 90.2(c): "L" flag shall be displayed with class flag, if appropriate, and will be followed by a broadcast of the change on the designated VHF channel.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the flagpole located on the dock outside the marina office and posted on the ONB.

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 28

1200-1700 Registration packet pick-up at Lookout Pavilion

1730-1800 Skippers' Meeting/Weather Briefing, Lookout Pavilion & Virtual

1800-2100 Opening Beach Party

Friday, April 29

930 Pursuit Class - First warning signal

1800-2100 Daily Awards, Beach Party

Saturday, April 30

930 Pursuit Class - First warning signal

1800-2100 Daily Awards, Beach Party

Sunday, May 1

930 Pursuit Class - First warning signal

1400-1800 Beach Party, Chili

1700-1800 Awards Ceremony

5.2 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, May 1.

6 CLASS FLAGS, STICKERS, & SAIL NUMBERS [NP][DP]

6.1 Class flags - Circle 6: Spinnaker A (SA) Blue; Spinnaker B (SB) Pink; Non-Spinnaker (NS) Green/White.

6.2 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 ONB.

7 RACING AREA

7.1 The racing area will be Charleston Harbor and the ocean as shown on "Illustration C."

8 COURSES

8.1 The diagram in the SI "Illustration C" shows the intended courses 1, 1E, 1X, 2, 3 and 4. The "E" and "X" courses offer a longer Government mark course. There will be three classes: Spinnaker Class A (SA); Spinnaker Class B (SB); and Non-spinnaker Class (NS).

Course 1 - 10.5 nm (SA), (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), pass through GATE (G21/R22), leave G25 to port, finish.

Course 1E - 13.5 nm (SA), (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G13/R14), pass through GATE (G21/ R22), leave G25 to port, finish.

Course 1X - 16.5 nm (SA), (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G11/R12), pass through GATE (G21/R22), leave G25 to port, finish.

Course 2 - 14.5nm (SA), 12.5 nm (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), leave Mark 1 to port, pass through GATE (G15/R16), pass through GATE (G21/ R22), leave G25 to port, finish. Mark 1 from GATE (G15/R16) 2.0 nm (SA), 1.0 nm. (SB) and (NS).

Course 3 - 17.5 nm (SA), 15.5 nm (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G13/R14), leave Mark 1 to port, pass through GATE (G13/R14), pass through GATE (G21/ R22), leave G25 to port, finish. Mark 1 from GATE (G13/R14) 2.0 nm (SA), 1.0 nm (SB) and (NS).

Course 4 - 19.3 nm (SA), (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), round R14 to port, round N2 (off Rattlesnake Shoal) to port, round R16 to starboard, pass through GATE (G21/R22), leave G25 to port, finish.

Course 4R - 19.3 nm (SA), (SB) and (NS): start, leave G25 to starboard, pass through GATE (G21/ R22), round R16 to port round N2 (off Rattlesnake Shoal) to starboard, round R14 to starboard, pass through GATE (G21/R22), leave G25 to port, finish.

8.2 The scheduled course and start times for each boat on each course will be posted on the ONB no later than 0900 on the day of the scheduled race. The course to be sailed will be announced on VHF 11 at 0900 and prior to the warning of the race.

8.3 Placards showing the course to be sailed for each class and the direction to Mark 1 (if used) from gate marks will be displayed on the signal vessel and announced on VHF 11 no later than the warning signal.

9 MARKS

The marks of the Course will be: Start/finish mark is an orange tetrahedron and a race committee vessel. Mark 1 for the (SA) class is an orange tetrahedron. Mark 1 for the (SB) and (NS) classes is a white tetrahedron. Government marks: G25, G21, R22, G15, R16, G13, R14, G11, R12 and N2 off Rattlesnake Shoal.

10 CHECK IN

Boats intending to race shall check in with the race committee via VHF channel 05A or 1005 before their start time. Boats shall confirm the number of persons on board. A boat shall continue to check in until acknowledged by the race committee.

11 THE START

11.1 The starting area will be in the area bounded by Rebellion Reach to the southwest and the access to the Mt. Pleasant Channel G"1" to the northeast and FL R "130" at the access to the ICW/Sullivan Island Narrows to the east. (Approximately 32°46.00N and 79°52.50W). The Circle 5 and the Pursuit Circle 6 will use the same start/finish line.

11.2 The starting line will be between a staff displaying an orange flag on a signal vessel at the starboard end of the starting line and an inflatable mark on the port end.

11.3 The race committee will use RRS 26 for the first boat to start. All other boats will start based on their assigned starting time. The RC will not display flags or make sounds after the first boat starts. This changes RRS 26.

0930	Warning for 1st boat to start	Display class flag
0931	Preparatory Signal for 1st boat to start	Display of prep flag
0934	Preparatory flag removed for 1st boat	Prep flag removed
0935	Start of 1st boat	Class flag removed
	Starting times for boats following the 1st boat to start as published & posted	No other flags displayed

11.4 RRS 26 is changed by deleting the words "preparatory signal." The preparatory signal is four (4) minutes before that boat's starting time as identified in SI 11.5.

11.5 The Start Times for the Pursuit Class courses as listed in SI 8.1 will be posted on the document section on the ONB.

11.6 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change supplements RRS A4 and A5.2.

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 on the course side (OCS) at their start and notify them via VHF channel 11. This changes RRS 29.1.

12.2 Failure of a boat to see or hear her recall notification or the timing or the order of such hails or failure to hail will not be grounds for granting redress. This supplements RRS 60.1(b) and 62.1(a).

13 CHANGE OF THE NEXT LEG OF THE COURSE

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

WELCOME TO CHARLESTON!

As sailors and competitors in Charleston Race Week, we have been helping Mariner's for over 46 Years!



Come check out our new marine hardware section!

We also offer...

- West System Epoxy
- Specialty Stainless Fasteners and Hardware
- Basic and Specialty Hand-tools
- Full Line of Power Tools
- Local, Knowledgeable, Friendly Service



(843) 884-2551

883 Ben Sawyer Blvd., Mt. Pleasant



14 THE FINISH

14.1 The finish line will be in the vicinity of the harbor start, which is the area bounded by Rebellion Reach to the southwest and the access to the Mt. Pleasant Channel G"1" to the northeast and FL R"130" at the access to the ICW/Sullivan Island Narrows to the east. (Approximately 32°46.00N and 79°52.50W)

14.2 The finish line will be between a staff displaying a checkered flag on the race committee vessel at the port end and an orange tetrahedron to starboard.

15 PENALTY SYSTEM

Penalty declarations - A boat wishing to take a post-race penalty in accordance with SI 1.6 or wishing to retire after finishing shall complete a penalty declaration form before the protest time limit. Forms are available on the [Official Notice Board \(ONB\)](#) in Phlotilla's Regatta Dash (gold button). Forms may also be emailed to scoring@charlestonraceweek.com. [NP][DP]

16 TIME LIMIT

16.1 All boats shall finish by 1600 on Friday & Saturday.

16.2 All boats shall finish by 1500 on Sunday.

16.3 Boats not finishing within the time limit will be scored TLE (Time Limit Expired) without a hearing. This change is added to RRS 35, 63.1, A5.1 and A5.2.

17 HEARING REQUESTS

17.1 Protest forms are available on the [Official Notice Board \(ONB\)](#). Select Protests / Inquiries / Actions. Protests and requests for redress or reopening shall be delivered online or to the Protest Office within the appropriate time limit. They must include the name of the boat's skipper, that person's email address, and phone numbers. This supplements RRS 61.2.

17.2 Protest time limit is 60 minutes after the race committee signal vessel of the appropriate circle docks. The race committee will post the docking time on the Official Notice Board.

17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest rooms in the Hotel at the time set forth in the posted notice.

17.4 For the purpose of RRS 64.4(b), the "authority responsible" is the measurer appointed by the Organizing Authority (Charleston Race Week, LLC).

17.5 Notices of protests by the race committee, the technical committee or the protest committee will be posted to inform boats under RRS 61.1(b).

17.6 On the last scheduled day of racing, a request for redress based on protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17.7 If the race committee posts boats scored OCS, ZFP, UFD, BFD, NSC or TLE on the Official Notice Board (ONB) before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes RRS 62.2.

18 SCORING

18.1 All completed races will be scored. This changes RRS A2.1.

18.2 Boats scored TLE will be scored by the race committee without a hearing points equal to the number of boats finishing within the time limit plus two points. This shall not exceed the total number of boats entered in that class. This supplements RRS A4 and A5.1.

19 SAFETY REGULATIONS [DP][NP]

19.1 Each competitor is solely responsible for their own safety and, by participation, agrees to sail and use Charleston Harbor Resort and Marina facilities at their own risk. The Charleston Race Week, LLC nor persons assisting with the conduct of races shall be responsible for damage or injury suffered during races or related activities.

19.2 A boat that retires from a race or leaves the course area without finishing shall notify the race committee as soon as possible. Failure to do so may result in protest.

19.3 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 a 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 vessel, 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. A boat using its engine in this manner shall inform the race committee of its actions upon returning to shore within the protest time limit.

19.4 There will be a courtesy announcement on the designated VHF channel 11 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.

19.5 Crew lists: Each boat shall provide the race committee a written list of the crew for each day of the regatta before her preparatory signal. The number of persons sailing on each boat may change each day. You may email the list to info@charlestonraceweek.com.

20 RADIO COMMUNICATIONS [NP]

20.1 Race committee announcements will be over VHF Channel 11.

20.2 The race committee will broadcast its intentions for the day on VHF 11 at 0830.

20.3 The race committee will broadcast the course to be sailed and the direction to Mark 1 (if used) on VHF channel 11 before the warning signal. Failure to receive this notification shall not constitute grounds for granting redress. This change supplements RRS 60.1(b) and 62.1(a).

21 PRIZES

21.1 One daily trophy will be awarded in each class for each day of racing. One overall trophy will be awarded in each class for every three boats entered up to a maximum of three trophies per class.

21.2 Jubilee Sportsmanship Perpetual Trophy will be awarded to the participant who has displayed outstanding examples of good sportsmanship during Charleston Race Week.

22 RISK STATEMENT AND DISCLAIMER OF LIABILITY

22.1 Competitors participate in the regatta entirely at their own risk. (see RRS 3, 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.

22.2 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 nor inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the skipper.

22.3 Charleston Race Week, LLC, Sponsors of the 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.

22.4 The skipper shall be responsible for the conduct of the 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. The boat may be subject to protest which, may include disqualification from the regatta.

23 PURSUIT RACE OFFICIALS

Event/Race Director: **Randy Draftz**
rdraftz@charlestonyachting.com

Event PRO: **Taran Teague**
janetaranteague@gmail.com
703.851.2552

Circle 6 RO: **Ray Redniss**
rredniss@gmail.com

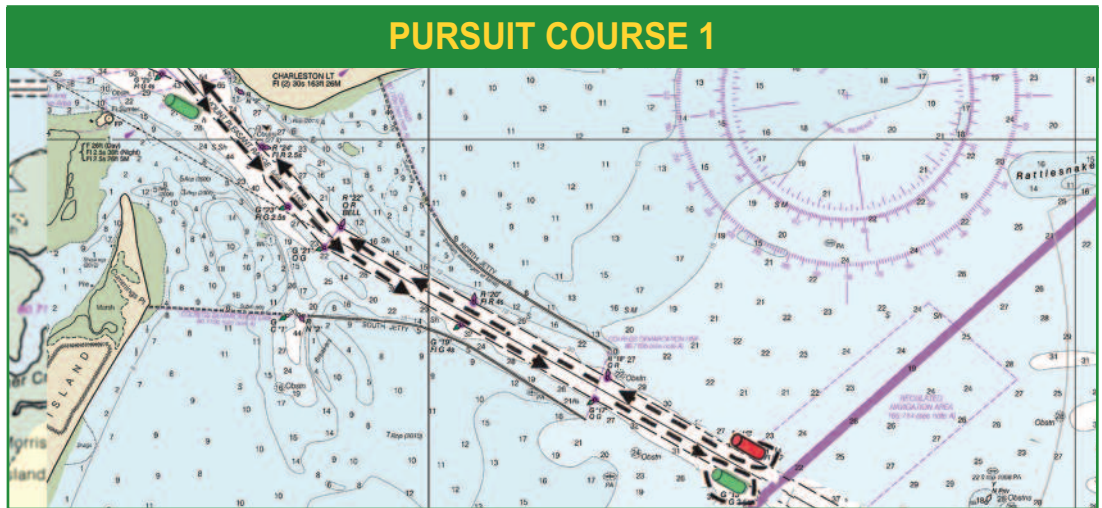
Chief Judge: **Sarah Ashton**
ashtonsh1@me.com
843.722.3596



PURSUIT RACE COURSES CIRCLE 6 • ILLUSTRATION C

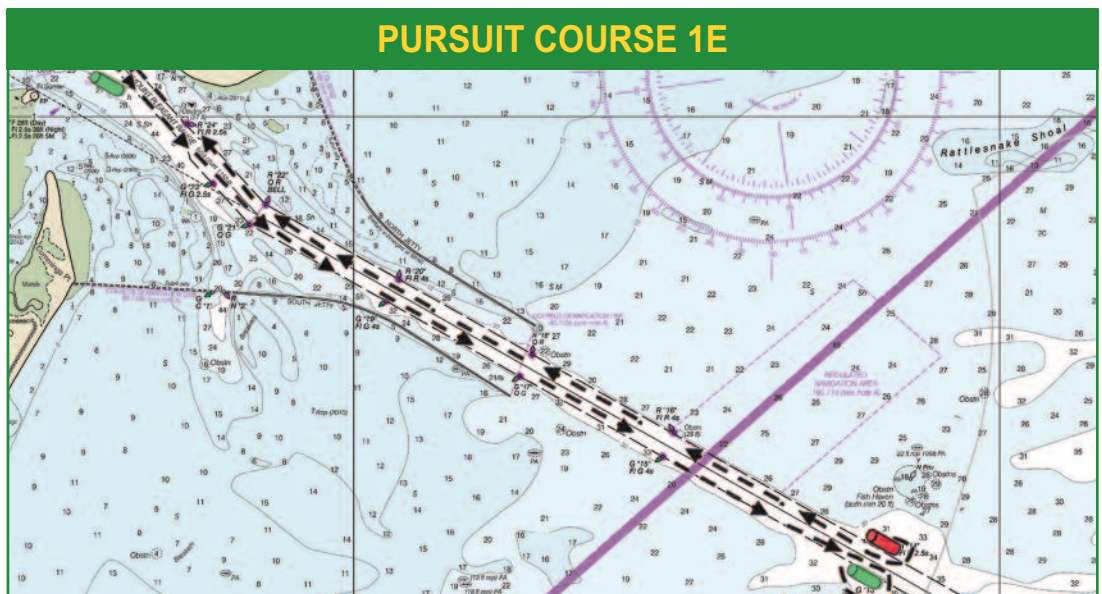
Course 1 - 10.5nm (SA), (SB) and (NS)

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), pass through GATE (G21/R22) leave G25 to port, finish.



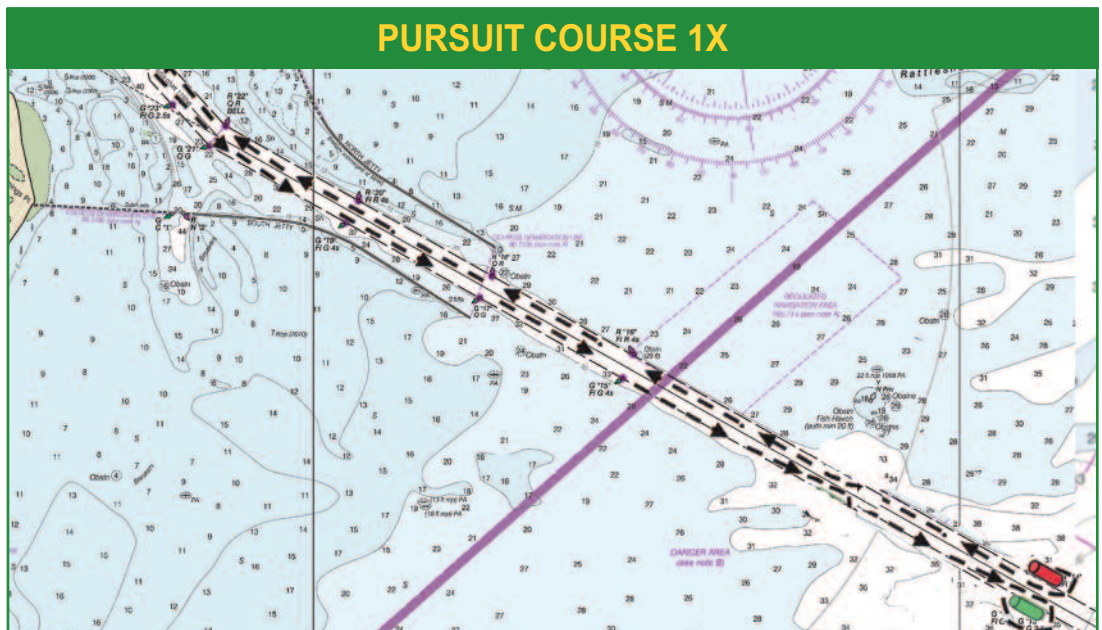
Course 1E - 13.5 nm (SA), (SB) and (NS)

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G13/R14), pass through GATE (G21/R22) leave G25 to port, finish.



Course 1X - 16.5 nm (SA), (SB) and (NS)

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G11/R12), pass through GATE (G21/R22) leave G25 to port, finish.



PURSUIT RACE COURSES CIRCLE 6 • ILLUSTRATION C

Course 2 - 14.5nm (SA), 12.5nm (SB), and (NS):

Start, leave G25 to starboard, pass through GATE (G21/ R22), pass through GATE (G15/R16), leave Mark 1 to port, pass through GATE (G15/R16), pass through GATE (G21/ R22), leave G25 to port, finish.

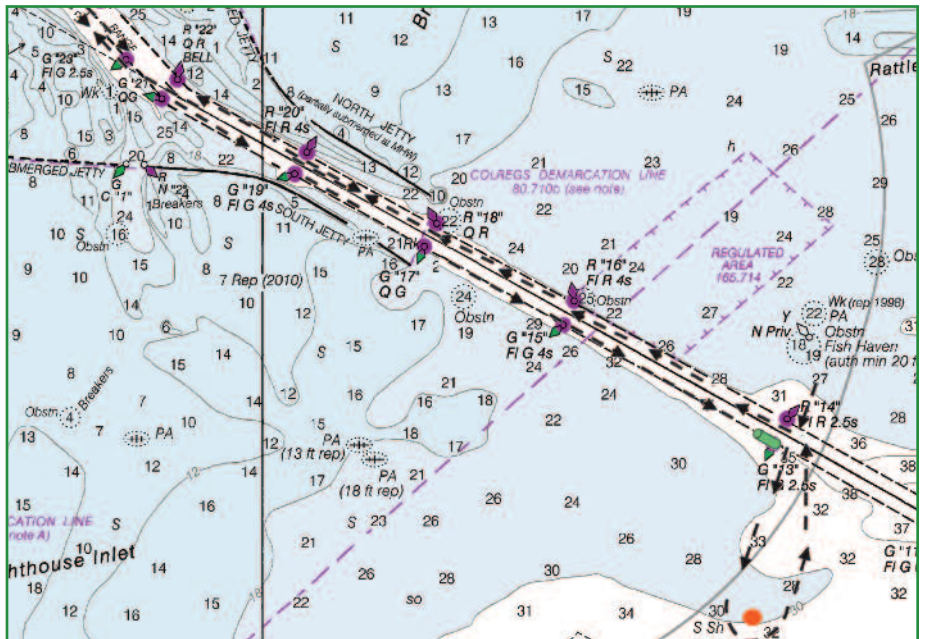
Mark 1 from GATE (G15/R16) 2.0nm (SA), 1.0nm (SB) and (NS)



Course 3 - 17.5nm (SA), 15.5nm (SB), and (NS):

Start, leave G25 to starboard, pass through GATE(G21/ R22), pass through GATE (G13/R14), leave Mark 1 to port, pass through GATE (G13/R14), pass through GATE (G21/ R22), leave G25 to port, finish.

Mark 1 from GATE (G13/R14) 2.0nm (SA), 1.0nm (SB) and (NS)



Course 4 - 19.3 nm (SA), (SB), and (NS):

Start, leave G25 to starboard, pass through GATE (G21/ R22), round R14 to port, round N2 (off Rattlesnake shoal) to port, round R16 to starboard, pass through GATE (G21R22) leave G25 to port, finish.

Course 4R - 19.3 nm (SA), (SB), and (NS):

Start, leave G25 to starboard, pass through GATE (G21/ R22), round R16 to port, round N2 (off Rattlesnake shoal) to starboard, round R14 to starboard, pass through GATE (G21R22) leave G25 to port, finish.



Defender.com | 800-628-8225

Defender[®]
Marine Outfitters of Choice Since 1938



Where Sailors Shop

Since 1938 **Defender** has been providing quality marine supplies, inflatable boats and outboard motors to sailors all over the world. We offer competitive prices on the brands you trust, and we are an authorized dealer for everything we carry. Defender is staffed by passionate boaters who understand what you need to get those projects done and to stay competitive on the racecourse. Shop online 24/7 or stop by our Warehouse Store in Waterford, CT to pick-up what you need to be first to the mark.

Shop These Brands at Defender, and So Much More!

B&G

LEWMAR[®]

HARKEN

Raymarine[®]



STANDARD HORIZON

PLASTIMO

ANDERSEN
STAINLESS STEEL WINCHES



SAMSON
THE STRONGEST NAME IN ROPE

RONSTAN

SCHAEFER
LEGENDARY STRENGTH

FURLEX
JIB FURLING & REEFING SYSTEM
SELDEN



Scan to Shop

ICOM[®]

EDSON

Wichard

facnor[®]
FURLING SYSTEMS

NEW ENGLAND ROPES

Defender^{1st} Discounts for Members Available at Defender.com/def1stfaq

Follow Us
@DefenderMarine



