



Rappahannock River Yacht Club 2019 General Sailing Instructions Performance Handicap Racing Fleet V1.0

1. Rules. International Sailing Federation 2017-2020 Racing Rules of Sailing adopted by U.S. Sailing (RRS/US), except as altered by The Notice of Race and these Sailing Instructions shall govern.

2. Safety. All boats must adhere to the requirements of RRS/US, US Coast Guard Safety standards and any safety requirements listed in the SI and NOR. All boats must meet US Sailing Inshore Category equipment and accommodation requirements unless modified by the Notice of Race or Event Sailing Instructions or their class standards. A boat withdrawing from a race shall notify the Race Committee as soon as possible by hail or radio. If a skipper or crew should fall overboard, that person shall be rescued as expeditiously as possible. If another boat is the rescuer, the rescuer may appeal for adjustment of her time not to exceed the time actually spent in the rescue. It is the responsibility of the rescuer to determine if an injured person needs further attention and to seek it out. The same time adjustment may be sought for assistance to a capsized or severely damaged boat.

3. Entries.

For CBYRA Sanctioned races (Spinnaker and Non-Spinnaker! Classes), entries shall be accepted from owners and charterers of competing boats who are CBYRA members or members of a Yacht Club that is a member of CBYRA and who have a valid PHRF Certificate for the boat entered. Entries without a valid PHRF certificate can enter any class with a rating assigned by the RRYC Handicapping Committee. Boats without valid PHRF rating certificates will not be eligible for CBYRA high point scoring. Ratings assigned by the RRYC Handicapping Committee shall be the base rating for the boat and any credits normally given by PHRF of the Chesapeake.

The race committee must receive a completed standard entry form by email, at the clubhouse before the committee departs or on the water no later than 10 minutes before the scheduled time for the first Warning Signal. Each entry form must show clearly which class is being entered. Once registered and on the water, a competitor may change classes only if there are two entries or fewer on the water in the class.

4. Notices to Competitors. Notices to competitors shall be made available at the time of registration, by radio communications acknowledged or verbal following the L flag.

5. Radios. VHF Channel 72 shall be used by the Race Committee to communicate with the racing fleet. The race committee shall not respond to transmissions from competitors while they are racing except to acknowledge retirements or requests for emergency assistance. Visual Signals, i.e., Course Board and Flags, shall be the controlling communication with the fleet. It is suggested that, if possible, racing boats also monitor VHF Channel 16 as required for

safety

6. Classes. Boats should have sail numbers; however, boats without sail numbers may be permitted to race once the skipper of the boat has insured the Race Committee has identified his boat. Each boat racing (except for Typhoon – which need no flag) should have one of the following International Code Flags flying from the stern 5 feet up from the deck.

CLASS	FLY CODE FLAG
PHRF A/B/C/D Spinnaker	#6
PHRF N Non-Spinnaker	#5
Typhoon	No Flag

7. Schedule of Races. A minimum of two races shall be scheduled for each Class. The starting sequence shall follow RRS Rule 26 with the first race Spinnaker Class Warning Signal (time of start set in NOR,) followed by the Non-spinnaker Class, the Typhoon Class. One race finished shall constitute a regatta for that Class.

8. Second Race. The second race shall be scheduled to start after the last boat of the previous race, Spinnaker, Non-spinnaker, and Typhoon has finished. However, the Race Committee may start the second race of any class if there is to be a long delay before another class finishes. An alert signal of 3 short horns shall be given approximately one minute before the second race start sequence begins.

9. Racing Area. Unless designated in the Notice of Race or Event Sailing Instructions, all races shall be sailed in the area between Towles Point, and the White Stone Bridge.

10. Courses. Courses shall be Standard Triangular or Windward-Leeward using orange tetrahedron drop marks and shall be sailed as described below and designated on the Committee Boat Course Board.

<u>DESIGNATOR</u>	<u>RACE COURSE</u>	<u>LEGS</u>
A	Windward-Leeward	2
B	Windward-Leeward-Windward	3
C	Windward-Leeward, twice	4
D	Windward-Leeward, three times	6
E	Triangle	3
F	Triangle-Windward	4
G	Triangle-Windward-Leeward	5
H	Triangle-Windward-Leeward	6
I	Triangle twice	6
J	Triangle twice-Windward	7
K	Triangle twice-Windward-Leeward	8

The Course Board shall be set prior to the Warning Signal and shall show the Spinnaker Class course designator in first position and, if different, the Non-spinnaker Class and Typhoon course designation in the second position. The third position is not in use. If all classes sail the same course, the second and third designator shall be blank. Red designator letter indicates leave marks to Port. Green indicates leave marks to Starboard. Approximate distance to the first mark shall be in the fourth position and the approximate bearing to the mark in the last position. Should a change be made on the course board after it is posted, the race committee shall fly Code Flag “L” and signal one sound for all boats to come within hail distance to see the changed course. The course board will not be changed during running start sequence without a Postponement Signal.

Typical Board Display:

C	G	E	1 1/2	120
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11. Start. The Starting Line shall be between an orange flag on the Committee Boat and an adjacent orange marker. When an orange Limiting Mark is set off the quarter of the Committee Boat, no boat shall pass between the Limiting Mark and the Committee Boat. The Starting Area is defined as extending 100 yards beyond each end of the starting line and 150 yards behind the starting line and its extensions. After the initial Starting Sequence (Warning Signal) begins, boats shall keep clear of the Starting Area until its Class Flag is hoisted. Starts may or may not be “rolling”. Meaning the warning signal for any class may coincide with the start of the previous class or the warning signal for a class shall be after the starting signal of the preceding class.

SIGNAL	VISUAL	SOUND	TIME TO START
Alert	NONE	3 Short Horns	Approx. 6 minutes*
Warning	Class Flag Up	1 Sound	5 Minutes
Preparatory	“P” Flag Up	1 Sound	4 Minutes
One Minute	“P” Flag Down	1 Long Sound	1 Minute
Start	Class Flag Down	1 sound	0

*Alert is not a timed signal

12. Recalls. The Race Committee may attempt to hail the recalled boat(s) on Channel 72.

Failure of a boat to see or hear the Recall Signal does not relieve it from starting properly and shall not be grounds for a request for redress.

13. Finish. The finish line shall be between a staff displaying an orange flag on the Committee Boat and the adjacent orange mark. The Committee Boat may display a blue flag when in position at the finish line. Each boat must cross the finish line between the Committee Boat and the mark in the direction of the course from the last mark.

14. Time Limits. The time limit for each Class is two hours for the first boat to finish. Boats not finishing within forty-five minutes of the first boat in her class shall be scored DNF (Did Not Finish).

15. Protests. A boat protests by immediately hailing the boat being protested and then flying a red protest flag. The written protest must then be delivered to the Race Committee Principal Race Officer within one hour after the Race Committee Boat docks. Hearings will be held as soon as possible after racing each day.

16. Scoring. The Low Point System described in RRS/US Appendix A4.1 shall be used. Each boat's series score shall be the total of all her race scores (no throw-outs). One race constitutes a series.

17. High Point Scoring. Each Regatta except the Rappahannock Cup have CBYRA Sanctioned numbers. In accordance with the Rappahannock River Yacht Racing Constitution and By-Laws, all RRYC/YPRCC PHRF boats racing qualify for scoring for Rappahannock River High Point in their class. To qualify for Bay wide High Point the skipper must also be an individual member of CBYRA.