

2021 Cape Dory Typhoon Chesapeake Bay Championship Regatta 5 June 2021



Rappahannock River Yacht Club
Rappahannock River Typhoon Fleet
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SAILING INSTRUCTIONS (SIs) as of May 2021

- 1. RULES:** The 2021 Cape Dory Typhoon Chesapeake Bay Championship Regatta will be governed by the rules as defined in The Racing Rules of Sailing 2021-2024 (RRS) of World Sailing, Ltd., the Prescriptions of US Sailing, the Rappahannock River Yacht Club Typhoon Fleet Rules (February 9, 2021), the Notice of Race (NOR), and these Sailing Instructions (SIs).
- 2. ENTRIES:** All Cape Dory Typhoon Weekender, Daysailer and Open models may enter by completing and submitting the Regatta Race Entry form found on the RRYC Typhoon Website page at <https://www.rryc.org/>. They are not Official Competitors until this item is completed and accepted.
- 3. CHANGES TO SAILING INSTRUCTIONS:** Changes to the Sailing Instructions(SIs) will be approved by the Principal Race Officer (PRO) and will be posted before 09h00 on the day of the Regatta and will be announced before the conclusion of the Competitors' briefing.
- 4. COMMUNICATIONS WITH COMPETITORS:**
 - 4.1 Notices to competitors will be posted on the official notice board located at the RRYC Club House.
 - 4.2 While on the water, the Race Committee intends to broadcast pertinent race information on VHF Channel 72. Failure of such information to be given or received, or the order in which it is broadcast, shall not be grounds for redress. This changes rule 62.1(a). If VHF Channel 72 becomes congested, The Principal Race Officer (PRO) may request the fleet switch to VHF Channel 71.
- 5. SCHEDULE :**
 - 5.1 Saturday – 5 June 2019
 - 0800 Registration, coffee and pastries – RRYC
 - 0930 Competitor's Briefing-- RRYC porch
 - 1130 Warning signal for Race 1; subsequent races to follow ASAP after the finish of the previous race
 - 1700 Awards and Social
 - 5.2 The Race Committee will determine the number of races with the total being no more than five.
- 6. CLASS FLAG:**
 - 6.1 The Typhoon Class flag is the letters "TY" in gold on a blue field.
 - 6.2 All boats will sail as one fleet.



7. RACING AREA: The racing area is on the Rappahannock River off the mouth of Carters Creek between the Norris Bridge over the Rappahannock River to the east and Towles Point to the west. If the Principal Race Officer (PRO) and Typhoon Fleet Commander determine that the conditions on the Rappahannock River are unfavorable for racing, the racing area may be moved into Carters Creek.

8. CHECK-IN/CHECK-OUT:

8.1 Before the warning signal of the first race a boat sails, each boat shall sail on starboard tack past the stern of the Race Committee Signal Boat and hail her sail number until acknowledged by the Race Committee.

8.2 Check-in via VHF Channel 72 is also possible and must be acknowledged.

8.3 A boat that retires from a race or does not intend to compete in a race shall notify the Race Committee immediately.

9. COURSES:

9.1 Races will generally be either a triangle course or a single or double windward-leeward course, with a windward finish, as described in "Course Diagrams" below. When conditions permit, the RC may arrange the finish of the final race to be near the entrance to Carters Creek (vicinity of channel marker R"2"). In such case, the finish will be at the weather mark or leeward mark instead of in the middle of the course. The course diagrams attached to these SIs show the courses, and the order in which marks are to be passed. All marks are to be left to port.

9.2 No later than the Warning Signal the RC Signal Boat will display on a course board on her starboard side the course and approximate compass bearing to the first mark. In accordance with item #4, the RC intends to also broadcast this information via VHF.

10. MARKS: Rounding marks will be orange inflatable tetrahedrons.

11. THE START:

11.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal. Times will be taken from the visual signals; the absence of a sound signal shall be disregarded. All Typhoons will start each race at the same time and sail the same course.

11.2 An ALERT sound signal will be made approximately 6 minutes before the Starting Signal. This augments RRS 26.

11.3 The starting line is between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and the course side of the port-end inflatable mark.

11.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

12. CHANGE OF THE NEXT LEG OF THE COURSE: To change the next leg of the course, the race committee will reposition the original mark or the finishing line to a new position, if it can, with a signal to all boats. If it cannot then the new mark will be a race committee boat displaying the 'M' flag. See RRS 33.



13. THE FINISH: The finishing line is between a staff displaying a solid blue flag on a Race Committee boat and the course side of the nearby finishing mark.



In the event of a Shortened Course, the Finishing line will be between a staff displaying code flag "S" (blue square on white field signaled by two sounds BEFORE the first boat crosses the finish line) on a RC boat and the course side of the nearby finishing mark.



14. PENALTY SYSTEM: All participants are encouraged to settle their differences on the water. Boats violating the Rules, including touching a mark or a right-of-way violation, should exonerate themselves (as permitted for certain rule violations in the RRS) by doing a ONE-TURN PENALTY, to include one tack and one gybe. This changes RRS 44.1.

15. TIME LIMITS:

15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown below:

<u>Mark 1 Time Limit</u>	<u>Race Time Limit</u>	<u>Finishing Window</u>
45 minutes	100 minutes	30 minutes

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing

16. HEARING REQUESTS: Refer to the RRYC Typhoon Fleet Rules, #7, Penalties, Protests and Arbitration.

17. SCORING:

17.1 The Low Point Scoring System of RRS Appendix A4 shall be used (as modified by these SlS).

17.2 A boat that did not start (DNS), did not finish (DNF), retired (RET), was disqualified (DSQ), or was on the course side (OCS) shall be scored points for the finishing place one more than the number of boats starting the race. This changes RRS A4.2.

17.3 Boats scored TLE (Time Limit Expired) shall be scored points for the finishing place one (1) more than the number of boats finishing the race.

17.4 Three (3) to five (5) races are planned. Completion of at least one (1) race constitutes a regatta. There will be no throw-outs.

18. SAFETY REGULATIONS:

18.1 A boat that retires from a race or leaves the racing area between races shall notify the Race Committee and receive confirmation immediately, preferably on VHF-72.

18.2 All boats will carry the required safety equipment as specified in the Typhoon Fleet Rules.

19. RISK STATEMENT: RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in

increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

20 INSURANCE: Each participating boat and competitor shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

2021 Typhoon Series Course Diagrams

