

## SUNDAY JOINT SAILING INSTRUCTIONS

**RULES** – The races will be governed by the rules as defined in the Racing Rules of Sailing 2009-2012.

**ENTRIES** – Skippers of boats regularly engaging in racing shall be members in good standing of the CSC or WRBC. Guests of members and members of recognized yachts clubs are welcome to participate on singular occasions. All competitors by entering agree to all Parts of the RRS.

**CHANGES IN SAILING INSTRUCTIONS** – Changes to these instructions, if any, shall be posted on the CSC bulletin board prior to 1200 hours the day of the applicable races and signaled by displaying the “L” flag at the CSC flagpole with a sound signal. Such notices shall be signed by the Executive Race Chairman (ERC) of that day.

**SCHEDULE OF RACES** – Two races are scheduled to be held on Sundays per the attached calendar. Fleets will serve as race committee in turn. Provided Guideline 1 is met, a fleet may also race on their duty day. The first race warning signal is at 1330 hours. The second race will be as announced by the race committee.

**COURSE** – Courses will be displayed on the committee boat below the Fleet Code by listing Course Designators followed by Course Modifiers if applicable. Course Designators are: T-Triangle, O-Olympic, K-Kiel, G-Gold Cup, W-Windward/Leeward, (see course diagram insert) Course Modifiers are: Numeric – 1,2,3,1/2,1/3, designating the number of times the course is to be rounded, and when Alphabetic – Z is posted below the course indicates that the leeward mark will be set to leeward of the starting line. Course Designators may be used in combination to create a course appropriate for the conditions but a Numeric Course Modifier may not be used with 2 Course Designators.

**MARKS** - All marks will be movable orange spheres. An offset mark should be a mark, which is smaller and different color than the primary marks. The Race Committee shall set an offset mark for windward/leeward courses.

**THE START** – Races will be started using RRS Rule 26 with the warning signal given 5 minutes before the starting signal. Numeral pennants 1 through 4 will be used as Class Flags and designate the starting order. The starting signal for one class will be coincident with the warning signal for the next. The Committee Boat may trail a mark to extend its length. This mark shall be a part of the Committee Boat. The starting order is as follows, unless modified by the committee per instruction below:

<u>Start number</u>	<u>Class Flag</u>	<u>Class Starting and Fleet Codes</u>
1	Numeral pennant 1	Corinthian ( C )
2	Numeral pennant 2	Flying Scot (FS), Lightning (L) PRO option
3	Numeral pennant 3	Snipe (SN), V-15, Handicap (H)
4	numeral pennant 4	Optional fleet

The Preparatory Signal shall be made with either the P,I,Z,Z/I or Black-flag. The starting line will be between an orange flag on the committee boat and a nearby mark of the course. Boats whose warning signal has not been made shall avoid the starting line area.

**CHANGING THE STARTING ORDER** - The Classes starting order may be changed by displaying code Flag "L" (Come within Hail) prior to the starting sequence indicating the changed starting order.. The desired Fleet Codes will be arranged under the appropriate start number on the course board.

**INDIVIDUAL RECALL** - Individual recalls will be in accordance with RRS 29.1. In addition, the committee shall attempt to hail the number of the offending boat(s). Failure to hail or competitor not hearing hail shall not be allowed as means for redress.

**GENERAL RECALL** - General recalls shall be in accordance with RRS 29.2. If a subsequent starts Class Flag has been displayed, it shall be removed and that starting sequence voided.

**CHANGING THE POSITION OF THE NEXT MARK** - To change the position of the next mark, the race committee will lay a new mark (with a black band) and remove the original as soon as practicable. An offset mark will not be moved for a course change. At the race committees discretion either the new compass bearing or a colored triangular flag or board may be displayed. If used, a green triangular flag or board shall indicate a change in position to starboard, while a red rectangular flag or board means a change to port. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

**FINISH** - The finishing line will be between a staff displaying an orange flag at the committee station and a nearby mark of the course.

**PROTESTS** - A boat intending to protest shall always inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or observes, she shall hail 'Protest' at the first reasonable opportunity. If however, the incident results in damage or injury that is obvious to the boats involved, the requirements of rule 61.1 do not immediately apply to the protesting boat. In these circumstances the protesting boat must attempt to inform the other boat within the protest time limit. Protesting boats shall notify the race committee immediately after the finish (or withdrawal from) the race in which the incident occurred. Written protests shall be lodged with the race committee within 30 minutes after the committee boat docks at the close of races for that day. Protests will be heard promptly at the CSC clubhouse after races are concluded for the day.

**Protest Arbitration** – This changes RRS 60.1 (b), 63.1, 63.6, and 66. An arbitration hearing will be held prior to the protest hearing, for all protests involving violations of Part 2 of the Racing Rules of Sailing. After a protest form is delivered, one representative of each party will appear before an arbitrator. No witnesses are permitted. After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:

1) There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. 2) There was a breach of a rule by one or more of the boats involved. The representative of the offending boat(s) has the option of accepting a 20% alternative penalty, calculated as in RRS 44.3 c, or submitting the matter to the Protest jury for a hearing. If the penalty is accepted, the matter cannot be reopened or made the subject of a redress request. 3) The matter should go to the Protest jury for a hearing. When the protest is referred to the Protest jury, the arbitrator shall not be a member of the jury hearing the protest.

**SCORING** – See RRS Appendix A, Scoring. A copy of these results will be made available to fleet representatives. It shall be left to the fleets to designate which races constitute a series and point systems to be used. However, the results as recorded by the race committee shall not be altered by the fleets.

The race committee shall be under no obligation to identify the difference between boats bearing identical sail numbers or boats bearing no sail numbers.

<i>Signal</i>	<i>Flag and Sound</i>	<b>Typical Starting Sequence Sample</b>		<i>Remarks</i>
		<i>(Rule 26 always applies)</i>		
		<i>Minutes before</i>	<i>starting signal</i>	
Warning	Numeral pennant #1	1 Horn	5	Warning for Corinthians
Preparatory	P-flag	1 Horn	4	Preparatory for Corinthians
One Minute	P-flag removed	1 Horn	1	1 minute until Corinthians
Start/Warning	#1 Pennant removed and #2 Pennant goes up	1 Horn	0	Start for Corinthians and Warning for the Handicap Start

Once the first signal is made, all starts will continue 5 minutes apart unless interrupted by a General Recall, a Postponement or an Abandonment.

### **RACE COMMITTEE RESPONSIBILITIES AND GUIDELINES**

1. The race committee shall be composed of at least six (6) members. Each fleet on their scheduled day shall provide the Principle Race Officer (PRO) and five (5) assistants. Each rescue boat shall be manned by two (2) and no more than three (3) competent people and the committee boat shall be manned by at least two (2) and no more than five (5) competent people.

2. A member of the Executive Race Committee (ERC) will meet with the race chairman before the races each Sunday and actively participate in a parliamentary position for any protest following the races. It will be the responsibility of the PRO to provide adequate qualified personnel. The ERC shall be the final authority as to the personnel qualifications.

3. The race committee chairman shall not leave the dock or conduct races without adequate qualified personnel. The term “qualified” means CSC or WRBC Club members, or regular crew members of the fleet on duty. The term “adequate” means people who have some knowledge of sailing, rules of water safety and operations of the race committee equipment and are capable of performing the duties of race members. Young children shall not be taken aboard committee boat or rescue boats under any circumstances. (Competent experienced youth may serve on the committee boat or as a third person on a rescue boat at the discretion of the ERC member.)

4. If a fleet is unable to fulfill its race committee duty obligation, it will be suspended from the racing for a period of one (1) month. In the event that this occurs, the ERC member shall assume the role of PRO and make every effort to form a race committee and hold races.

5a. The race committee PRO will be the sole judge as to whether conditions are such that races can be run safely. It is recommended that a starting line not be set when the temperature is below 40°F or when the wind is in excess of 25 MPH. It is the responsibility of the individual skippers to judge their own abilities to safely engage in races.

5b. The race committee may cancel if there are less than six (6) boats [two (2) classes with three (3) boats each, or one (1) class with six (6) boats] prepared to race.

5c. If weather is marginal at 1:30 p.m., DO NOT CANCEL, but postpone for 30 minutes, by Code flag “AP” with two (2) sound signals. The warning signal for the first race will be made not less than thirty (30) minutes after the “AP” is lowered. If at 2:30 p.m., it is obvious that a race can not be run, you may consider cancellation. A cancellation prior to 2:30 p.m. may be considered failure to fulfill your race committee duty.