

Severn River Challenge

supported by Haven Harbor Marina and Resorts

Saturday-Sunday, 27-28 April 2024

ORGANIZING AUTHORITY
Eastport Yacht Club

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - a) When Code Flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in Race Signals AP.
 - b) RRS 32 is deleted and replaced with: "After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."
 - c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted 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 effect.
- 2.2 Code Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to an SI may be made on the water. These will be signaled by the display of Code Flag 3rd substitute with three (3) sound signals from the Signal Vessel (SV). An umpire may communicate RC changes either verbally or in writing.

3 COMMUNICATION WITH COMPETITORS

Further to NoR 3, when on the water, RC intends to monitor and communicate with competitors on VHF radio channel 73.

4 BOATS AND SAILS

- 4.1 Boats will be identified by sail numbers.
- 4.2 The sail combination to be used will be signaled from the SV with or before the attention signal. The signals will have the following meanings:

<u>SIGNAL</u>	<u>SAIL COMBINATION</u>
none	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, NO Spinnaker

5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The match pairing lists are detailed in SI Addendum A.
- 5.2 The next flight number will be displayed on the SV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise competitors of any such change verbally.

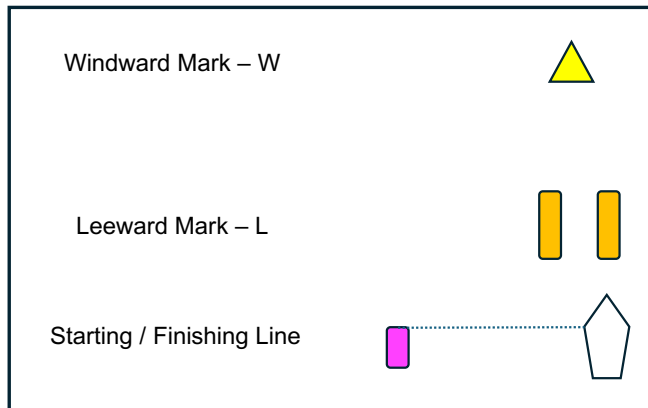




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6 COURSES

6.1 Configuration (not to scale)



6.2 Signals and Courses To Be Sailed

- Course signals will be displayed from the SV at the warning signal.
- Mark “W” shall be rounded to starboard. In the event one (1) gate mark is missing, the remaining mark shall be rounded to starboard.
- The possible courses are:

<u>SIGNAL</u>	<u>SAIL COMBINATION</u>
none	Start – W – L – W – Finish
Code Flag S	Start – W – Finish

7 MARKS / STARTING AND FINISHING LINE

- Mark “W” will be a yellow tetrahedron.
- Mark “L” will be two (2) orange cylinders.
- The Starting/Finishing mark will be a pink cylinder.
- The new or replacement marks, as provided in SI 8 will be pink or green tetrahedrons.
- When looking up the course, the starting and finishing line will be between a staff displaying an orange flag on the SV at the starboard end and the course side of the Starting/Finishing mark at the port end.
- When Mark “L” is a gate, it will be between two (2) orange marks.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- To change the next leg of the course, RC will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark or a new mark of another color.
- RRS 33 and Race Signals are changed as follows:
 - Code Flag C and a colored flag or board means: “The windward mark has been moved. Sail to a mark the same color as the flag or board.”
 - When a change of course after starting only affects some matches, these may be designated by the appropriate numeral pennant.
- When a change of course is made for the first leg, the signal will be displayed from the SV with the Preparatory Signal for each match affected. The Preparatory Signal will be followed by a series of repetitive sound signals.
- When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of Mark “L.”
- A leeward mark or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.





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9 OBSTRUCTIONS

No boat shall sail between Horn Point and its green and white day marker, which is a restricted area (refer to SI Addendum E). A breach of this SI is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2 and deductions from the damage deposit. This changes RRS C6.2 and C8.2.

10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat may display a "GREEN" flag to signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the SV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

11 TIME LIMIT

A boat that does not *finish* within five (5) minutes after her opponent has sailed the course will be scored zero (0) points. This changes RRS 35.

12 RISK STATEMENT

Refer to NoR 14.

13 [NP] SUPPORT PERSONS

Refer to NoR 12. Coach boats will not be docked at or in the EYC marina.

14 USE OF PERSONAL FLOTATION

US Sailing Regulation 10.04 A.1. applies: "For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing." This modifies RRS 40 and the preamble to Part 4.



HAVEN HARBOUR MARINA RESORTS





ADDENDUM A

LIST OF ELIGIBLE SKIPPERS & PAIRING LISTS

SKIPPERS LIST

The skippers list will be distributed no later than the competitors meeting scheduled on Saturday, 27 April 2024.

PAIRING LIST

The pairing list will be distributed no later than the competitors meeting scheduled on Saturday, 27 April 2024.





ADDENDUM B

HANDLING OF BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Code Flag 3rd substitute is not required.

2 [NP] PROHIBITED ITEMS AND ACTIONS

Except in an emergency, or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position, except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue (e.g., use of duct tape).
- 2.10 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using a winch to adjust the mainsheet, backstay, or vang.
- 2.13 Using the spinnaker pole to wing out the foresail.
- 2.14 Attaching lines to the fabric of spinnakers.
- 2.15 Perforating sails, even to attach tell tales.
- 2.16 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.17 The use of electronic equipment, unless permitted by SI B3.1.
- 2.18 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the traveller, the traveller, and the vang.
- 2.19 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 2.20 Attaching the spinnaker pole to the standing rigging.
- 2.21 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.22 A breach of SI B2.12, B2.19, B2.20, or B2.21 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS AND ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
 - a) basic hand tools
 - b) adhesive tape
 - c) line (elastic or otherwise of 4 mm diameter or less)
 - d) marking pens
 - e) tell-tale material





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- f) handheld compasses, watches, timers, and small personal video devices such as GoPro
 - g) shackles, clevis pins, and halyard clips
 - h) velcro tape
 - i) bosun's chair
 - j) spare flags
 - k) PFDs
- 3.2 Using the items in SI B3.1 to:
- a) prevent fouling of lines, sails, and sheets
 - b) attach tell tales
 - c) prevent sails being damaged or falling overboard
 - d) mark control settings
 - e) make minor repairs and permitted adjustments
 - f) make signals as per RRS C6
 - g) ensure personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, provided it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS AND ACTIONS

The following are permitted.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
- a) folding, bagging and placement of the sails as directed
 - b) leaving the boat in the same state of cleanliness as when first boarded that day
 - c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash, and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items SI B4.2 and B4.3 will be considered damage and the cost of rectification will be deducted from the damage deposit.





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ADDENDUM C

EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- One (1) mainsail and set of battens
- One (1) headsail
- One (1) spinnaker
- One (1) winch handle
- Two (2) jib sheets
- One (1) spinnaker pole
- Two (2) spinnaker sheets
- One (1) headsail sheet
- One (1) tiller extension
- Two (2) jib cars
- Two (2) tweekers

SAFETY GEAR

- One (1) package containing: four (4) lifejackets, three (3) flairs, three (3) glow sticks, and one (1) whistle/horn
- One (1) bucket and lanyard
- One (1) sponge
- One (1) paddle
- One (1) throwable cushion

MOORING LINES and FENDERS

- One (1) continuous mooring line
- One (1) fender
- One (1) hoisting strap
- One (1) tow line





ADDENDUM D

DAMAGE PENALTIES

PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

RRS C6.6 and C8.6 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This addendum explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty. Damage will be divided into three (3) levels as shown in the following table:

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than one (1) hour of work.
Level B Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than one (1) hour of work but should not normally require more than three (3) hours of work.
Level C Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

POINT PENALTIES – TO BE APPLIED WITH A HEARING (THIS AMENDS RRS C8.6)

Level	Round Robin	Knock Out
A	None	None
B	Three-quarters (¾) of a point	Three-quarters (¾) of a point
C	One (1) point	One (1) point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

DEDUCTIONS FROM DAMAGE DEPOSITS

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.





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ADDENDUM E

INTENDED RACING AREA

