

Charles Basin Invitational Regatta

Community Boating Inc
Boston, MA 02129

SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the Racing Rules of Sailing (RRS) and the US SAILING Prescriptions.

1.2 In case of conflict between the Notice of Race and these Sailing Instructions, the sailing instructions will prevail.

1.3 All participants are reminded of the US SAILING Prescription to RRS 68(c):

A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

1.4 All participants are reminded of RRS 4, Decision to Race. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

1.5 RRS 5 Anti-Doping shall be strictly enforced. Consumption of alcoholic beverages prior to or while sailing of any CSC vessel is strictly prohibited.

1.6 Other alterations in the rules are noted below.

12.1 Starting Sequence: As described in Appendix S of the RRS, the three-minute dinghy starting signals shall be used for all races. This changes Rule 26.

13.3 If there is a collision causing damage, all parties involved in the collision **must** immediately retire from the current race, sail clear of other boats directly to a Race Committee boat to report the incident and display the damage. Boats thus retiring are unable to exonerate themselves although they may be eligible for redress. This changes RRS 44.

15.1 A boat that was disqualified shall be scored points one more than the number of teams competing that day.

16.1 A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee. Failure to do so may be grounds for declaring the protest invalid under RRS 63.5. This changes RRS 61 and 62.

16.2 RRS 62.1(b) is changed to "swamping, capsizing, disablement, injury, or physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear."

16.3 The following is added to end of RRS 62.1: "(e) failure of equipment on the boat that could not be prevented by a reasonable inspection and/or adjustment prior to racing." Competitors are reminded to inspect knots, halyards, sheets, control lines, tiller extension and fittings, shackles, cotter pins, and cotter rings ('ring dings') used to secure stays to the hull or blocks to the boom, mast, traveler, or boat, before leaving the dock. If they do not do so, they should not expect relief when

simple and preventable failures occur.

17.3 RRS 40 is deleted and replaced with: "All competitors shall wear, while on the water or dock, other than for brief periods while adding or removing clothing, an approved US Coast Guard PFD. The PFD must be worn outside all clothing, except that a thin shirt may be worn over the PFD to prevent snagging." This changes the preamble to Part 4 of the RRS.

19.1 If there is a collision causing damage, all parties involved in the collision **must** immediately retire from the current race, sail clear of other boats directly to a Race Committee boat to report the incident and display the damage. The Race Committee will assess the damage and determine if one or all parties must retire from the remainder of the remaining races. At the discretion of the Race Committee, one or both boats involved in the collision may be subject to immediate retirement from the remaining races for that day. This changes RRS 44.

2 ENTRIES

2.1 All competitors must register as specified in the Notice of Race (NOR) for the event.

2.2 Each team should check-in at with the RC prior to leaving the dock.

2.3 All competitors must provide a signed CBI waiver.

3 EQUIPMENT

3.1 Boats: Cape Cod Mercuries, provided by the Community Boating Inc (CBI).

3.2 Sails: Each boat is assigned a mainsail and jib which will remain with that boat for the duration of the series.

3.3 Standing Rigging / Hardware: Standing rigging and hardware may not be adjusted or altered.

3.4 Running rigging: Any adjustments made to running rigging must be returned to original condition after sailing. No adjustments may be made to the hardware of the running rigging.

3.5 Condition of Equipment: CBI will make every effort in advance of each race day to ensure that each boat is ready to sail. However, in the interest of safety, it is the responsibility of each skipper and team to check the condition of equipment and report any problems prior to the skippers' meeting. Equipment failure related to worn shackles and cotter rings/pins will not be cause for redress unless the RC determines the failure could not have been prevented. Critical equipment to check are all stays, gooseneck, and sail battens. If a team is not able to make the assessment themselves, it is their responsibility to ask the RC for guidance/assistance at least 30 minutes prior to the skippers' meeting.

3.6 Any alteration or adjustment of running rigging hardware, standing rigging, or reefing gear may result in disqualification from the regatta, after a proper hearing.

4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board in the Community Boating (CBI) boathouse.

5 CHANGES TO THE SAILING INSTRUCTIONS

Changes in the Sailing Instructions will be posted and announced to all competitors before they will take effect.

6 BOAT ROTATION

Boat assignments will be randomly drawn during the skippers' meeting. Boats will be rotated after every 3 races.

7 SCHEDULE OF RACES

7.1 Races shall be held on Sep 16th.

8 RACING AREA

Charles River Basin.

9 COURSES

9.1 The racing course will be windward/leeward, twice around. The course can be changed at the discretion of the RC. If the course change between races, the RC will notify the racers on the water before the warning signal.

9.2 An offset mark may be used at the windward mark of each course.

9.3 A leeward gate may be used in each course. When one gate mark is missing, the remaining gate mark shall be rounded to port. When the two gate marks are too close together for a boat to pass safely between them, a boat may round both marks to port.

10 MARKS

Marks are large orange tetrahedrons, but other small coloured marks can be used at the discretion of the RC.

11 STARTING AND FINISHING LINES

The starting line will be between the pin-end mark and the RC flag on the RC boat. The finishing line will be between the finishing pin-end mark and the RC flag, or if there is no RC flag, a colored flag on the RC boat.

12 SIGNALS ON THE WATER

12.1 Starting Sequence: As described in Appendix S of the RRS, the three-minute dinghy starting signals shall be used for all races. This changes Rule 26.

<u>Time</u>	<u>Sound</u>	<u>Meaning</u>
3:00	3 long	Warning Signal
2:00	2 long	Preparatory Signal
1:30	1 long, 3 short	
1:00	1 long	
0:30	3 short	
0:20	2 short	
0:10	1 short	
0:05	1 short	
0:04	1 short	
0:03	1 short	
0:02	1 short	
0:01	1 short	

0:00	1 long	Start
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12.2 Individual Recall. In accordance with RRS 29.1, individual recalls will be signaled by displaying flag X (blue cross on white) with one short sound signals. The RC will make an attempt to hail boats starting prematurely, but it is not the responsibility of the RC to be heard by any boat. Failure to hail or hail audibly is not grounds for redress.

12.3 General Recall. In accordance with RRS 29.2, a general recall will be signaled by displaying the First Substitute flag (yellow triangle on blue triangle) with two short sound signals. After a general recall, the RRS 30.1 I Flag Rule will be in effect.

12.4 Abandonment. In accordance with RRS 32.1, an abandoned race will be signaled by displaying flag N (blue and white checked) and three sound signals.

12.5 Shortening Course: In accordance with RRS 32.3, a shortened course will be signaled by displaying flag S (blue square on white) and two sounds. The race committee will attempt to notify the fleet at the previous mark, but it is not required to do so.

13 PENALTIES

13.1 Penalties Taken at the Time of the Incident

Rule T1 applies: The first two sentences of rule 44.1 are changed to “A boat may take a Two-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”

13.2 If there is a collision causing damage, all parties involved in the collision **must** immediately retire from the current race, sail clear of other boats directly to a Race Committee boat to report the incident and display the damage. Boats thus retiring are unable to exonerate themselves although they may be eligible for redress. This changes RRS 44.

14 TIME LIMIT

14.1 A race in which no boat has finished within 45 minutes (unless otherwise specified by the Race Committee) after the starting gun will be abandoned.

14.2 Boats that finish more than 30 minutes after the first boat in their fleet has finished will be scored DNF.

15 SCORING

15.1 A low-point system, as described in Appendix A of the RRS. A boat that did not start, did not finish, retired after finishing shall be scored points for the finishing place one more than the number of teams competing that day. A boat that was disqualified shall be scored points one more that the number of teams competing that day.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee. Failure to do so may be grounds for declaring the protest invalid under RRS 63.5. This changes RRS 61.

16.2 The following is added to end of RRS 62.1: “(e) failure of equipment on the boat that could not be prevented by a reasonable inspection and/or adjustment prior to racing.” Competitors are reminded to inspect knots, halyards, sheets, control lines, tiller extension and fittings, shackles, cotter pins, and cotter rings (‘ring dings’) used the secure stays to the hull or blocks to the boom, mast, traveler, or boat, before leaving the dock. If they do not do so, they should not expect relief when simple and preventable failures occur.

16.3. Written protests shall be delivered to the RC not later than 30 minutes after the RC boat docks. Protest forms are available at the RC.

16.4 Hearings will be held in accordance with the recommendations of Appendix M of the RRS.

17 SAFETY

17.1 Safety with regard to any other non-racing sailboats or kayaks at the river takes precedence over starting or continuing any race.

17.2 All participants shall abide fully by the USCG Navigation Rules with regard to any and all boats that are not racing.

17.3 Safety with regard to commercial traffic on the river takes precedence over starting or continuing any race. Such commercial traffic includes smaller vessels such as the ferries and tour boats.

17.4 Any boat that does not keep a lookout for and give way to other non-racing traffic, will be subject to immediate retirement for the regatta at the discretion of the OA. Furthermore, any boat that retires in such a situation shall be considered to be protested by the Race Committee and be subject to disqualification for the regatta, after a proper hearing.

17.5 It is the responsibility of each skipper to ensure that their crew has completed all required liability waivers prior to using the CSC facilities, dock and boats; and the responsibility of each skipper to ensure that they and their crew is prepared for the conditions, takes all necessary safety precautions (including preparing the boat and obtaining proper clothing and gear), and does not act in an unsafe manner at any time (whether racing, sailing between races, sailing to and from the course, rigging or de-rigging boats, or using the dock, boathouse or other premises of CBI.

17.6 RRS 40 is deleted and replaced with: "All competitors shall wear, while on the water or dock, other than for brief periods while adding or removing clothing, an approved US Coast Guard PFD. The PFD must be worn outside all clothing, except that a thin shirt may be worn over the PFD to prevent snagging." Note that flag Y will not be displayed. This changes the preamble to Part 4 of the RRS.

17.7 If a competitor has been injured or is showing signs of hypothermia, their team is responsible for alerting the RC immediately and helping to return the crew to the boathouse.

17.8 A boat retiring from a race shall notify a Race Committee vessel before leaving the course, or when that is impossible, immediately after arrival ashore.

18 PROPER LOOKOUT

In order to help avoid contact between boats, all boats must keep a proper lookout at all times. CBI, the race committee and any protest committee will recognize and enforce the US SAILING Prescription to RRS 68(c); and the prescription of ISAF Case 26: "The main purpose of the rules of Part 2 is to avoid contact between boats. All boats, whether or not holding right of way, should keep a lookout at all times." The term "Proper Outlook" shall be interpreted to mean "sufficient to be aware of the risk of collision with any vessel or obstruction in the racing area whether racing or not racing."

19 COLLISIONS CAUSING DAMAGE

19.1 If there is a collision causing damage, all parties involved in the collision **must** immediately retire from the current race, sail clear of other boats directly to a Race Committee boat to report the incident and display the damage. The Race Committee will assess the damage and determine if one or all parties must retire from the remainder of the remaining races. At the discretion of the Race Committee, one or both boats involved in the collision may be subject to immediate retirement from the remaining races for that day. This changes RRS 44.

19.2 When a boat that has been damaged is unavailable for a subsequent racing day, the competitor(s) at fault, as determined by either by a protest hearing or by the agreement of parties involved in the incident resulting in the damage, may race only if there are boats available beyond those used by other competitors.

20 LIABILITY

20.1 If there is a collision causing damage, a written protest must be filed. The protest committee shall find facts and make decisions in compliance with the rules. CBI will assign liability for damage to one or more of the parties. The liable parties will be responsible for the costs of repair. If no protest is filed then both parties agree to split the cost of repair equally, and will be billed accordingly.

20.2 All parties are fully responsible for maintaining the condition of their assigned boat while in use (including while rigging and derigging, leaving from and returning to the dock, and at all times while racing and in between races), excepting normal wear and tear. The cost (including parts and labor) of all damages to any part of the boat, sails or rigging due to negligence will be the responsibility of the individual captain of each team.

20.3 Any damage to a boat that is not reported to CBI will be assumed to be the responsibility of the last team that sailed the boat. All competitors are strongly encouraged to inspect their boat, prior to leaving the dock and after returning to the dock, for damage and report such damage.

21 COMPETITOR CONDUCT

21.1 Per US Sailing Regulation 5.03 no contestant shall use, either on or off the water, during any US Sailing sanctioned event: marijuana or any other controlled substance (as defined in 21 U.S. Code 802) the possession of which is unlawful under 21 U.S. Code 841, or alcoholic beverages (distilled spirits, wine and beer, each as defined in chapter 51 of the U.S. IRC Code and intended for beverage use). This regulation is in effect on each day of racing from the arrival at CBI until the competitor has departed the floating dock for the last time that day. Failure to comply with this rule may result in disqualification for the race, day, or series.

21.2 All competitors are expected to maintain the highest level of conduct throughout the entire event. When the Protest Committee, from its own observation or a report received from any source believes that a competitor may have committed a breach of a rule, good manners, or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. After a proper hearing the penalty may range from a reprimand to dismissal from the day, series, or season, and additional action may be taken under RRS 69.

SI vers. 1.0

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