SCREWPILE LIGHTHOUSE CHALLENGE 2018

JULY 21-23, 2018 – SOLOMONS, MARYLAND

SAILING INSTRUCTIONS

PART I

1. Race Headquarters will be located in the Holiday Inn Conference Center and Marina's Mill Creek Room will be open 1600 to 2100 on Friday July 20 for check-in. The the Race Office will be open Saturday, Sunday and Monday 0700 to 0900 and from the end of racing until 1800 each race day.

2. Owners/Skippers must pick up their Skippers Package with the Official Entry List and Sailing Instructions at the Race Headquarters between 1600 and 2100 hours on Friday, July 20.

3. All social events and awards, will take place in the courtyard area of the Holiday Inn.

4. Admission to Screwpile Challenge 2018 social events, awards, and special events is free to all participants. Drinks will be served on a cash bar basis, with tickets for sale on site, payment via cash or credit card.

5. Race Results will be displayed electronically inside the Patuxent Concourse and via a link from our webpage at www.screwpile.net.

6. The Skipper/Owner shall be responsible for the actions of his or her crew and guest. The legal drinking age in Maryland is 21. Minors will not be served, and proof of age will be required. In the event of serious breach of conduct, sportsmanship, destruction of property, underage drinking, or failure to comply with the request of any Race Officer, Committee Member or agent of Screwpile Challenge 2018, the Skipper/Owner will be held responsible and the boat or competitor may be subject to expulsion from the regatta by the Event Chairman.

7. Saturday – Sunday – Monday
   0900 Harbor Start
   0945 Rendezvous
   1030 Warning
   1600 Protest Hearings
   1700 - 2000 Tent Party & Entertainment
   1800 Awards Ceremony Saturday, Sunday and Monday
   Monday it is our intention to have the awards earlier.

Southern Maryland SA is the Organizing Authority of this Regatta
The regatta is conducted by the Screwpile Lighthouse Challenge Race Committee

SCREWPILE LIGHTHOUSE CHALLENGE SAILING INSTRUCTIONS

PART 2

1. RULES

1.1 The regatta shall be governed by the 'rules' as defined in the 2017 – 2020 Racing Rules of Sailing (RRS).

1.2 The Notice of Regatta, the Official Entry Form, and USCG requirements shall apply.

1.3 These Sailing Instructions, including amendments, supersede and will take precedence in the case of conflict with any other rules, the Notice of Regatta or Entry Form.

1.4 All PHRF and Cruising Fleet boats must meet the PHRF of the Chesapeake Bay Category 4P (Ches Bay) Safety and Equipment Requirements.

1.5 All Cruising Fleet boats must be seaworthy monohulls with a minimum of 22' length on deck. Fixed keel, immovable ballast, and enclosed head. The cabin should be fitted out to comfortably cruise. Sailed with a minimum of two people. Sails woven polyester or Dacron®.

2. NOTICE TO COMPETITORS

2.1 Official notices and numbered addenda to these Sailing Instructions will be posted on the Official Notice Board located adjacent the Protest Room (Patuxent Concourse). Notices will also be available on the SPLC event site on yachtscoring.com at https://yachtscoring.com/notice_board.cfm?eid=4585

2.2 Any changes to these Sailing Instructions will be posted no later than 0830 hours on the day they are to take effect. Any change to the schedule of races will be posted by 1800 on the day before it will take effect.

3. SIGNALS MADE ASHORE

Signals made ashore will be displayed from the flag pole attached to the front of the party/award tent.

3.1 One horn sound at 0900 by the Chief PRO will signal that races will start as scheduled for that day.

3.2 Postponement Signal 'AP' displayed ashore with two sound signals by 0900 indicates today's start of racing is postponed. Postponement Signal 'AP' lowered ashore with one sound signal indicates either: An abandonment signal (as per SI 3.3) will immediately follow, OR the initial warning signal will be made in not less than 90 minutes. This modifies Race Signal "AP".

3.3 Abandonment Signal; 'N over A' all races are abandoned for today.

3.4 The intention of the Race Committee, with regard to the start of racing, will be hailed on VHF channel 72 (PHRF, OD) and VHF channel 78 (Cruising Class) at 0900.

4. RADIO USE

4.1 Saturday, Sunday, and Monday the Race Committee will use VHF channel 72 to communicate with the PHRF and OD Fleets.

4.2 Saturday and Sunday only, the Cruising Fleet Race Committee will use VHF channel 78 to communicate with the Cruising Fleet.

4.3 The Race Committee may attempt to broadcast on VHF information such as location of RC Boat, sail/bow numbers of boats OCS, course type and range, bearing to windward mark, change of course, etc. Failure to broadcast this information or failure of a boat to receive or hear these broadcasts will not be grounds for redress. This modifies RRS 62.1.

4.4 The Race Committee will not respond to transmissions from competitors except to acknowledge retirements, notification of protests, acknowledgment of infringements, or requests for emergency assistance.

4.5 All competitors must carry a working VHF radio aboard their boat.

5. SAFETY

5.1 A boat that retires from a race shall notify the Race Committee as soon as reasonably possible.

5.2 RRS 40 (Personal Buoyancy) is replaced by: “It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant. US Sailing prescribes that every boat shall carry life-saving equipment conforming to government regulations.”

5.3 Boats shall not exercise right of way, cross in close proximity to, or interfere with the reasonable transit of the race area by a freighter, tug, or other commercial vessel. Competitors must take corrective action well in advance of any potentially dangerous situation. A boat protested under this rule has the burden of proof that she complied with this rule. RRS 60.2 is changed to add, “If the Race Committee receives a report of an incident where a boat or boats may have interfered with the commercial traffic, it may protest any boat involved.”

6. SCHEDULE OF RACES

6.1 Racing is scheduled for each day, Saturday July 21st through Monday, July 23th. There are no scheduled Lay Days.

6.2 The Race Schedule.

a. PHRF and One Design (OD), It is the intention of the Race Committee to run two or more races on each day Saturday, Sunday, and Monday. The Race Committee will signal its intention to start another race by flying Flag “R” from the Signal Boat at the finish of a race. After finishing each race, competitors shall stand clear of the finish line, honoring the starting area boundaries as stated in Sailing Instruction 11.4 until a new starting sequence has commenced. Approximately one (1) minute before the Warning Signal for the first class of each subsequent race, multiple horn signals will be sounded from the Race Committee boat.

b. The Cruising Fleet, will run one (1) random leg course each day Saturday and Sunday.

7. CLASS FLAGS

7.1 The “Class Flag” as listed in Exhibit 1.

7.2 The class flag shall be displayed on the stern (at least 5 feet up on the backstay), if possible.

7.3 Description of Flags and Pennants to be used, Cruising Class = White Ribbon, the ribbon to be supplied at check-in. One headsail only no spinnakers allowed. PHRF: A1 - Pennant Nine (9) or (0). A2 - Pennant Two (2), ‘B’ - Pennant Six (6), ‘C’ - Pennant Seven (7), ‘NS’ - Pennant Five (5), J/105 - Flag ‘Victor’, J/80 - Flag ‘Juliet’, J/70 - No Flag

<u>EXHIBIT 1</u> **2018 PHRF CHESAPEAKE SPLITS AND CLASS FLAGS**

A1
Up To-70

A2
71-109

B
110-145

C
146+

Cruising One Design

‘Victor’ J/105

‘Juliet’ J/80

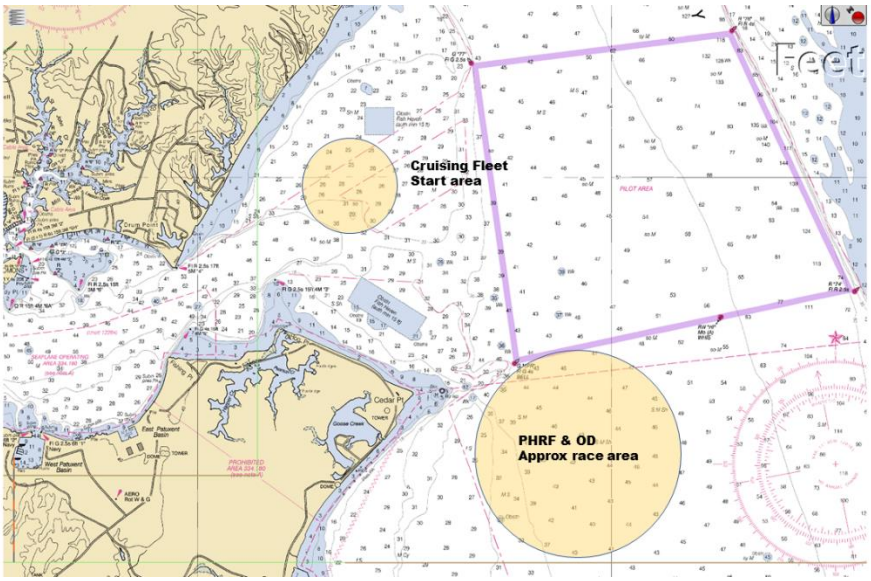
No flag J/70

Cruising Class: Ribbon or white flag
One headsail allowed in Cruising Fleet.

The Race Committee reserves the right to add or sub-divide classes to provide the best, most competitive racing.

8. RACING AREA

8.1 On Saturday, Sunday and Monday there will be one separate racing area for the PHRF and OD classes. They shall rendezvous in the vicinity of “1” PR at the mouth of the Patuxent River.



8.2 On Saturday and Sunday the Cruising Fleet will do one random leg race each day (see Appendix B). The rendezvous for the cruising Fleet will be approximately 2.0 NM from FL.R 2.5 sec “4”, Drum Point at an approximate bearing of 075**.**

8.3 All competitors are requested as a courtesy, to check in with the Race Committee Signal boat prior to the first Warning of the day by hailing name and or sail number until acknowledged by RC.

9. COURSES

9.1 <u>On Saturday, Sunday, and Monday</u> courses will be selected from those shown in Appendix A.

9.2 The windward-leeward courses chosen for each class will be displayed on the course board on the Race Committee Signal boat prior to the Warning Signal. In addition, the magnetic bearing and approximate distance to the first mark from the Committee Boat and the time limit will also be displayed on the course board before the Warning Signal. If course, bearing or distance is unchanged for the later class or classes, there shall be a blank rather than repetition on the course board (see example next page).

1-3	4-6	(Classes)
4		(All Classes sail course “4”)
300		(Magnetic bearing to the first mark for all classes is 300°)
3	2.5	(Approximate distance to the first mark for Classes 1-3 is 3 nm; it is 2.5 nm for Classes 4-6)
3		(Time limit for all classes is 3 hours)

9.3 <u>On Saturday and Sunday</u>, the Cruising Fleet course will be as shown in Appendix B.

10. MARKS

10.1 On Saturday, Sunday, Monday the windward marks will be orange inflatable tetrahedrons. An offset mark may be deployed at the windward marks, offset marks will be an orange inflatable ball. Initial change marks will be yellow inflatable balls. The port line starting mark will be a lime green cylinder or a Race Committee port line boat. The leeward gate marks will be white cylinders. If only one leeward mark is present, all boats shall round it to port. Finish marks will be a yellow tetrahedron.

10.2 The Cruising Fleet marks are as per Appendix B on both Saturday and Sunday.

11. THE START

11.1 RRS 26 will be used. An addendum will be available at registration detailing fleet assignments.

11.2 The Starting Line will be between a staff displaying an orange flag on the starboard-end Race Committee Signal boat and a lime green cylinder or staff displaying an orange flag on the port-end Race Committee Start/Finish Line boat. An inflatable buoy may be tethered to the stern and/or anchor line of the Race Committee Signal and Start/Finish Line boats and for the purpose of RRS 28.1 and 31.

11.3 Approximately one (1) minute before the warning Signal for the first class of each race, the Race Committee will make multiple sound signals. This is not a timed Signal.

11.4 The Starting Area is defined as the area extending 100 yards to each side of the starting line and enclosed by a 100-yard radius semicircle centered at both ends of the starting line. Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. Boats failing to keep clear of this area will be subject to protest by the Race Committee.

11.5 When the first mark of the course is to be a change mark, code flag "C" will be displayed by the starting line signal boat before the warning signal, accompanied by a series of repetitive sound signals**.**

12. RECALLS

12.1 Individual recalls will be signaled in accordance with RRS 29.1.

12.2 The Race Committee will attempt to notify boats by broadcasting their sail number or Boat Name over the designated VHF channel. Failure of a boat to see or hear her recall notification shall not relieve her of the obligation to start correctly.

12.3 General recalls will be signaled in accordance with RRS 29.2

13. COURSE CHANGE AFTER START

13.1 Course changes after the start will be made in accordance with RRS 33. The new mark will be a yellow inflatable ball for the first change. If a course that has been changed is changed again, the yellow inflatable ball will be replaced with an orange tetrahedron.

13.2 If during the signaling of a course Change, Flag “C” is flown over Flag “F”, then the change applies only to boats beginning their last leg to the finish. This changes RRS 33 and Race Signals.

14. THE FINISH

14.1 Unless the course has been shortened, for downwind finishes the Finish Line will be on the opposite side of the signal boat between the staff displaying a blue flag on the finish boat and a yellow tetrahedron. The finish line will be approximately 0.1 nm below the leeward gate/mark. Unless the course has been shortened, for the upwind finishes, the finish line will be approximately 0.1 nm beyond the weather mark between a staff displaying a blue flag on the RC finish boat and a yellow tetrahedron.

14.2 After Finishing each competitor shall remain clear of the finish line until a new sequence has begun.

15. TIME LIMIT

15.1 Boats still racing that do not finish within 45 minutes of the first boat finishing in her class will be scored TLE (Time Limit Expired) which will be equal the number of finishers plus two. Others will be scored DNF. This changes RRS 35 and A4.2.

15.2 On both Saturday and Sunday, the Cruising Fleet time limit will be 1400. Boats still racing but not finished by 1400 will be scored TLE as computed in Instruction 15.1

16. ALTERNATIVE PENALTIES

16.1 RRS 44.1 is modified by giving a boat the option of taking a Two-Turns Penalty, RRS 44.2 or a Scoring Penalty, RRS 44.3 as modified below.

16.2 RRS 44.3(a) is replaced by: A boat takes a Scoring Penalty by displaying a yellow flag or an "I" flag at the first reasonable opportunity after the incident.

16.3 The Scoring Penalty under 44.3 (c) shall be the whole number of places (rounding 0.5 upward) nearest to 20% of the number of boats entered in that class. The minimum penalty shall be two (2) places, except that in no case may the boat be scored worse than Did Not Finish. This changes 44.3(c).

16.4 In addition, a boat that complies with some but not all the requirements of 16.2 and 16.3 above, or a boat that acknowledges an infringement of a rule of Part 2 prior to hearing, shall be penalized places nearest to 40% (rounding 0.5 upward) of the number of boats entered in that class. The minimum penalty shall be four (4) places, except that in no case may the boat be scored worse than Did Not Finish. No hearing is required, but a boat may request a hearing on having met the requirements of 16.2 above. This changes 44.3(c).

16.5 Collision with Race Committee Boat. If a boat that collides with any Race Committee Boat and causes injury or serious damage to that Race Committee Boat or its personnel, her penalty shall be to retire.

17. PROTESTS and REDRESS REQUESTS

17.1 Protests shall be written on forms available at the Committee Room and lodged there as soon as possible but not later than 90 minutes after the last boat in the protestor's fleet has finished the last race of the day or 90 minutes after the abandonment or postponement of the remaining races of the day in the protester's fleet.

17.2 Protesting boats shall notify the Race Committee of the incident and boat(s) involved immediately following the finish of the race in which the incident occurred and continue to do so until acknowledged by the Race Committee. This changes RRS 61.1(a).

17.3 Protest Hearing notices will be posted on the Official Notice Board as soon as possible after the protest time limit. The notice will inform competitors of where and when a hearing on a protest to which they may be a party is to be held. This constitutes notification by the race committee or protest committee required under RRS 61.1(b) and the Prescription to RRS 63.2. Protest hearings will be scheduled to start as soon as possible after the notices are posted. The Protest Committee will attempt to hear protests in the order of receipt. Representatives of boats who are parties to the protests shall remain on call in the vicinity of the Protest Committee Office. Competitor's attention is drawn to RRS 63.3(b) (Right to Be Present/failure to attend).

17.4 Decisions of the Protest Committee will be final for determining the award of prizes for this regatta.

18. ARBITRATION

18.1 An arbitration meeting may be scheduled for each protest involving a rule of Part 2 unless the arbitrator deems the protest inappropriate for arbitration. One representative from each party, who was on board at the time of the incident, will meet with the arbitrator. No witness will be permitted. After taking testimony from each representative, the arbitrator will render an opinion:

A. The protest is invalid or no boat broke a rule. If the protestor agrees, the arbitrator will allow the protest to be withdrawn. If the protestor disagrees, the protest committee will schedule a protest hearing.

B. One or both boats broke a rule. The boat(s) breaking a rule may accept a 40% Scoring Penalty and the arbitrator will allow the protest to be withdrawn. If not, the protest committee will schedule a protest hearing.

C. The arbitrator decides a protest hearing is required. The protest committee will schedule a protest hearing.

18.2 The arbitrator may allow a protest withdrawn without the approval of the protest committee. This changes RRS 63.1

18.3 For the purposes of RRS 63.2, as needed, all parties shall be prepared for a protest hearing immediately following the arbitration.

18.4 The acceptance of an arbitration penalty cannot be grounds for redress nor can it be appealed nor may either party request a reopening of a hearing.

18.5 The arbitrator may sit in as an observer on the protest hearing of any unresolved arbitration meeting.

19. SERIES SCORING

19.1 The regatta will be scored according to the Low Point Scoring System, RRS Appendix A2, except that each boat's total score will be the sum of her scores for **all** races. One race constitutes a series. There shall be no throw outs, this changes RRS A2.

19.2 Handicap scoring will be as follows: PHRF classes will be scored using the current handicaps Windward/Leeward Time On Distance (TOD) handicaps provided by PHRF of the Chesapeake. The rating list valid on the first day of racing will be used.

20. HAULOUT RESTRICTION

Boats shall remain in the water throughout the regatta. A request to haul out a boat must be submitted in writing and approved by the Race/Event Chairman.

21. AWARDS

21.1 Class awards for first, second and third will be awarded in each class for each day of racing. For multiple race days, class awards will be presented based on combined scores for the day.

21.2 Overall Class awards for first, second and third positions in the regatta will be presented on Monday the final day of the regatta.

21.3 The Screwpile Lighthouse Challenge 2018 Overall Winner will be awarded the "Calvert County Trophy". The overall winner will be that boat which wins the class with the closest, most competitive racing of the event. This is determined by adding the corrected time differential (elapsed time for one-design classes) between first and fifth place and dividing that total by the total miles raced for each class. The class winner competing in the class with the lowest average time differential between first and fifth (sec/mile) is the "Overall Winner".

22. INSPECTIONS

The Race Committee reserves the right to inspect a boat without prior notification at any time to assure compliance with class rules and safety requirements.

23. CONDUCT

23.1 The Skipper/Owner shall be responsible for all actions of his crew and guests.

23.2 In the event of a serious breach of conduct, sportsmanship, destruction of property, or the failure to comply with the request of the Race Chairman, Race Officer, Committee Member or agent of Screwpile Challenge 2018, the, the Skipper/Owner will be responsible for all damages and the Screwpile 2018 Race Committee may rescind the boat's entry at any time during the regatta.

24. MOVABLE BALLAST

As per PHRF Fleet Policies: "Canting keels and center boards moved by the use of stored energy are allowed if the boat retains self righting ability with the keel or centerboard in any allowed position. This changes RRS 51 and RRS 52 to allow use of stored energy to move a swing or canting keel (dead weight) or centerboard for stability on a boat that has been designed for use of this appendage"

25. TRASH DISPOSAL

A competitor shall not intentionally put trash in the water. RRS 55 applies at all times when boats are on the water and subject to the Racing Rules of Sailing. The penalty for a breach of this instruction may be less than DSQ.

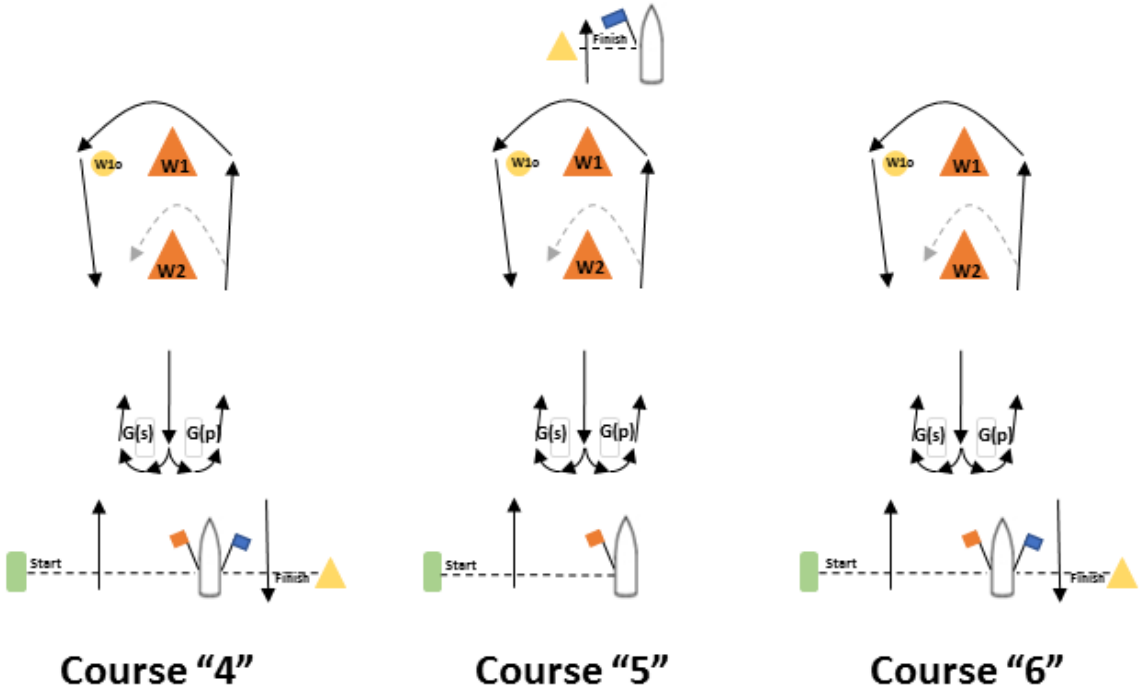
Thank you for your participation in Screwpile Challenge 2018
"A regatta run by sailors for sailors"

APPENDIX "A" & "B" on the following pages

APPENDIX A
WINDWARD – LEEWARD COURSES

All marks are to be rounded to port, except leeward gate mark Gs. There will be two windward marks used (differentiated on the course board by distance to the windward mark for specific classes). For all courses, the leeward gate marks have no significance on the last leg of the course. For windward finishes, the windward mark(s) have no significance on the last leg of the course and the finish line will be located to weather of the windward mark(s). The course designation will be equal to the number of legs to be sailed (Example: Course "4" is 4-legs, Course "5" is 5 legs, and Course "6" is 6 legs). Offset legs are not considered a leg of the course for designation purposes.

COURSE DIAGRAMS



4 legs		5 legs		6 legs
(long weather mark) Start – W1 – W1o – Gs/Gp – W1 – W1o – Finish		Start – W1 – W1o – Gs/Gp – W1 – W1o – Gs/Gp – Finish		Start – W1 – W1o – Gs/Gp – W1- W1o – Gs/Gp – W1 – W1o – Finish
(short weather mark) Start – W2 – Gs/Gp – W2 - Finish		Start – W2 – Gs/Gp – W2 – Gs/Gp – Finish		Start – W2 – Gs/Gp – W2 – Gs/Gp – W2 – Finish

APPENDIX B
CRUISERS SATURDAY AND SUNDAY

**** THE CRUISING FLEET WILL SAIL**
ONE RACE EACH DAY, USING THE COURSES SHOWN BELOW.

**** START/FINISH LINE FOR ALL BOATS: 38 20.0 N 076 23.0 W (approx. location)**
Boats should start and finish between the RC Boat and the nearby inflatable mark.

**** POSSIBLE MARKS OF THE COURSE:**

Designation	Description	Lat / Lon
77	"77", Fl G 2.5s	38 21.1 N 076 21.7 W
76	"76", Fl R 4s	38 21.4 N 076 18.5 W
74	"74", Fl R 2.5s	38 18.9 N 076 17.0 W
HI	"HI", Mo (A) WHIS	38 18.7 N 076 18.7 W
1PR	Patuxent River #1, Fl G 4s	38 18.24 N 076 21.17 W
Drop	Yellow 5' Inflatable ball	38 20.0 N 076 20.0 W

**** POSSIBLE COURSES :**

Course	Description	Dist. (approx.)
1	Start – 77 (S) – Drop (S) – Finish	5.6 nm
2	Start – 76 (S) – Drop (S) – Finish	7.9 nm
3	Start – 76 (S) – HI (S) – Finish	10.2 nm
4	Start – 76 (S) – 74 (S) – Finish	11.3 nm
5	Start – 1PR (P) – HI (P) – 76 (p) – 77 (p) - Finish	11.0 nm
6	Start – 1PR (P) – Drop (S) – 74 (P) – 76 (P) – Finish	13.4 nm

--- Note: (P) indicates leave mark to port side of boat, (S) indicates leave mark to the starboard side of the boat.

**** A number indicating one of the above courses will be displayed from the RC Signal Boat before the beginning of the starting sequence. It will also be announced on the fleet VHF Channel (VHF 78).**

**** If the cruising fleet is sub-divided, each fleet shall sail the course indicated for their fleet.**

**** The RC will communicate courtesy information with the fleet via the fleet VHF Channel (VHF 78). Please cooperate by limiting radio calls to emergencies and withdrawals.**

**** The Lat/Lons shown above are approximate and not intended for navigation.**