

SAILING INSTRUCTIONS - Inshore
ST. AUGUSTINE RACE WEEK, 2018
April 5th & 6th

www.staugustineraceweek2018.com

NOTE— These Sailing Instructions are for Inshore Races—boats 30 ft and under. However, boats 24 ft & under are preferred, since boats over 24 ft are encouraged to participate in the offshore events.

1 RULES

1.1 The St. Augustine Race Week Inshore Series shall be governed by the “Racing Rules of Sailing” (RRS); the PHRF rules of the First Coast Sailing Association (www.sailjax.com); and class rules for any One-Design class established. The First Coast Sailing Association (FCSA) is the Organizing Authority for this Series. The St. Augustine Yacht Club will host the Competitors Meeting and the final awards ceremonies on Saturday.

1.2 ALTERATIONS TO THE RULES

The following sections of these Sailing Instructions alter provisions of the RRS:

1.2.1 Failure to start within time limit – Sailing Instructions 10.5.3

1.2.2 Time limit – Sailing Instructions 12

1.2.3 Establishment of arbitration procedures – Sailing Instructions 14.3

1.2.4 Competitors shall display Regatta Burgee – Sailing Instructions 5

1.2.5 Even if not racing, if the Race Committee observes a participating yacht obstructing the passage of a vessel not involved in the Regatta and in violation of the International Regulations for Preventing Collisions at Sea, the Race Committee may proceed against the yacht under RRS 60.2.

1.3 TIME - All published times used in association with the race will be Eastern Daylight Saving Time (UTC minus 4 hours) in 24-hour format. Official Race Committee time will be synchronized with the US Naval Observatory Master Clock telephone voice announcer: (202) 762-1401 or (202) 762-1069.

1.4 USE OF ENGINE

1.4.1 In accordance with RRS 42.3(i) - In an emergency, an engine or other means of propulsion may be used when appropriate to avoid collision or in grave emergency. Full details shall be given to the Protest Committee who, after a hearing, may impose a penalty.

1.4.2 An engine may be used to supply power for charging batteries, pumping, weighing anchor, or other necessary purposes, provided mechanical propulsion is not engaged.

2 RADIO COMMUNICATION - The Race Committee will monitor VHF 78A during races, and may, as the circumstances dictate, communicate with a yacht while racing.

3 SIGNALS MADE ASHORE - No signals will be made ashore. Yachts should monitor VHF 78A prior to leaving dock on days of adverse weather in case the Race Committee declares postponement or abandonment.

4 NOTICES TO COMPETITORS - All VHF announcements are only an aid to competitors and are supplementary to any flag signals or official notices. Failure to make any announcement via VHF will not be grounds for redress.

5 REGATTA BURGEES - While racing, each yacht shall fly from her backstay or her starboard shroud (if no backstay) the official Race Week burgee, to be distributed along with each Skipper’s Bag when registering.

6 RACING AREA - The racing area will be on the Tolomato River (ICW), north of the Vilano Bridge.

7 COURSES - Races will be sailed on courses between Markers 54 and 57 as shown on the attached diagrams. Starting and finishing will be between the Committee Boat and Marker 55. The courses will be selected the day of the race depending on wind conditions and may vary between races.

8 **SCHEDULE OF THE RACES** - The first warning signal for each day's racing is scheduled for 0955 for Class 1; Class 2 will start 10 minutes later, or as soon as possible after the last Class 1 boat crosses the start line. Three races will be held each day, if time allows. Boats will be allowed one 'throw-away' **if 5, or more, races are completed**, otherwise all will count.

9 **CLASSES** - Boats will race in one of two PHRF fleets with lighter boats in one class (Class 1) and heavier displacement in the other (Class 2). Daysailors and sport boats are encouraged to participate. These boats will sail in the fleet with lighter boats (Class1) and will be assigned a PHRF rating by the race committee if they do not already have one. See Notice of Race, section 5, Classes and Divisions for more details on establishing a class of boats. The race committee reserves the right to assign boats to Class 1 or Class 2 at or before the Skippers' Meeting. Boat in Class 1 fleet may be required to sail a longer course. Boats in both classes can elect to fly a spinnaker but must declare so before the start of each race and hence will use a lower handicap for that race.

10 THE STARTS, CLASS FLAGS & STARTING SEQUENCE

10.1 The starting line for both classes will connect between an orange flag displayed on the RC boat and Marker 55 or 57.

10.2 Once the RC boat is on station at the start line, each yacht shall check in with the Race Committee prior to the warning signal of the first class by sailing past the stern of the RC boat and hailing its boat name. Alternatively, yachts may hail the RC boat on VHF 78A for this purpose. Yachts failing to check in may be scored DNC.

10.3 Rule 30.1 "I Flag Rule" (sometimes called the 'Round-an-End Rule') will NOT be in effect for all races.

10.4 Start Sequence – The start order will be Class 1 followed by Class 2. The Race Committee reserves the right to combine both classes into a single start.

10.5.1 Races will be started using RRS Rule 26: 5 minute warning signal as follows:

5 minutes before the start	Class Flags Raised	Class 1 = Code flag 5 (blue/yellow) Class 2 = Code flag 6 (black/white)	Horn
4 minutes before the start	Preparatory Signal	"P" Flag raised (blue with white square)	Horn
1 minute before the start	"P" Flag Removed		Long horn
0 time The Start		Class Flags Removed	Horn

10.5.2 The warning signal for succeeding starts will be made after the preceding class clears the line.

10.5.3 Yachts that have not properly started within 10 minutes of their class start may be scored DNS.

11 **THE FINISHES** - The finish line will connect between a solid orange flag displayed on the RC boat and the designated finish mark, usually Marker 55.

12 **TIME LIMITS** - Modifying RRS 35, and inclusive of all races, there will be a fixed time limit for each race of 2 hours after the start of each race; yachts finishing after the time limit will be scored DNF.

13 **REPORTING PENALTY TURNS** - A yacht that has taken a penalty under RRS 44 shall report such to the Race Committee immediately after finishing by hailing the RC boat.

14 PROTESTS AND REQUESTS FOR REDRESS

14.1 A Yacht intending to file a protest shall notify the Race Committee of that intent immediately after finishing by hailing the RC boat.

14.2 Protests shall be filed on an official US SAILING protest form with the Race Committee not more than 2 hours after the final yacht finishes the final race of the day (RRS 61.3)..

14.3 ARBITRATION - For protests involving an alleged breach of the rules of Part 2 of the RRS, an optional short arbitration hearing may be held prior to proceeding with an official protest hearing (modifies RRS Part 5, B).

15 SERIES SCORING

15.1 Race and Series scoring will be in accordance with RRS Appendix A, Low Point System.

15.2 Each day's scored racing will be combined to count for that day's class awards. Two days scored races are required to constitute the Series. Boats will be allowed one 'throw-away' **if 5, or more, races are completed**, otherwise all will count.

16 RACE RESULTS - Results for each race will be announced at its respective after-event party. Overall Regatta Results will also be e-mailed to the addresses given on the registration documents. Any request for clarification of the results shall be raised as soon as possible, and in any case, within 5 days of e-mail publication. Results will also be posted on the regatta registration website and on www.sailjax.com.

17 RESPONSIBILITY AND LIABILITY

17.1 **The safety of a yacht or sailing vessel and its crew, the decision as to whether or not to start, and having started, whether or not to continue is the sole and exclusive responsibility of each yacht's designated skipper.** *For the purpose of this section, the term "yacht" shall mean the designated skipper as representative of the owner, and in the absence of the designated skipper, members of the remaining crew.*

17.2 A yacht is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

17.3 It is for the yacht to decide whether it is fit to sail in the conditions in which it will find itself. By going to sea the yacht confirms that it is fit for those conditions and its crew is competent to sail and compete in them.

17.4 The yacht is required to hold adequate insurance and in particular to hold insurance against third party claims.

17.5 Nothing done by the organizers can reduce the responsibility of the yacht.

17.6 The provision of patrol boats does not relieve the yacht of its responsibilities.

17.7 The yacht is responsible for ensuring that it is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience, and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, and in date - and that crew members know how to use it.

17.8 The yacht is responsible for adhering to all local, state, federal, and international laws and regulations governing the operation in the body of waters where the race and race events shall be held. This includes conformance to the United States Coast Guard Safety Regulations.

17.9 Inspection of a yacht by the Race Committee does not reduce the responsibilities of the yacht set out here.

St Augustine Race Week 2018 – Inshore Courses

TRIANGULAR COURSE 'A'



St Augustine Race Week 2018 – Inshore Courses

WINDWARD/LEEWARD COURSE 'B'

