



# Naval Academy Sailing

## 67th Race to Oxford

Saturday, September 10, 2022

CBYRA Sanction #332

### SAILING INSTRUCTIONS

including Amendment No. 2

The Organizing Authority (OA) is Naval Academy Sailing. The host is Navy Offshore Sailing.

*The notation '[DP]' in a rule in these Sailing Instructions (SI's) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule of the SIs of NoR means that a boat may not protest another boat for breaking that rule. This changes RRS 60/1(a).*

#### 1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. For all CHESSS boats competing, the 2022 CHESSS Racing Rules will apply.
- 1.3. For all J/105 Class boats competing, J/105 Class Rules will apply as modified by Article IX of the local J/105 Fleet-3 Article/Rules. The J/105 Fleet-3 Article/Rules can be found at <https://www.j105fleet3.org/rules>
  - (a) This event is designated a Level 1A event.
- 1.4. [DP] For all monohull boats competing, the “Nearshore” category of the US Sailing Safety Equipment Requirements (SER, available at <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>) will apply as changed below.
  - (a) In the event of a conflict between the SER and applicable class rules, the class rules shall govern.
  - (b) The following SER will also apply:

SER 2.4.1	Lifelines
SER 2.7.2	Mechanical Propulsion
SER 3.14	GPS
SER 3.22	Plugs
SER 3.24.1	Lights
SER 3.26	Radar Reflectors
SER 3.35	Rigging; Halyards
- 1.5. [DP] For all multihull boats competing, the “Nearshore” category of the US Sailing Safety Equipment Requirements (SER, available at <https://cdn.ussailing.org/wpcontent/uploads/2020/01/Multihull-SER-Categories2020.0.pdf>) will apply as changed below.
  - (a) In the event of a conflict between the SER and applicable class rules, the class rules shall govern.
  - (b) The following SER will also apply:

SER 2.7.2	Mechanical Propulsion
SER 3.14	GPS
SER 3.22	Plugs
SER 3.24.1	Lights
SER 3.26	Radar Reflector
SER 3.35	Rigging; Halyards

- 1.6. In the event of a conflict between the SER and applicable class rules, the class rules shall govern.
- 1.7. RRS 40 is changed to require all competitors racing aboard any boat which is being single or double handed, to wear personal flotation devices at all times when above deck.
- 1.8. [NP] MANDATORY CHECK-IN: No later than 0830, a race committee check-in boat displaying a yellow Race Committee flag will be approximately 300 yards NW of the signal boat and clear of the starting area. Prior to starting, each boat shall pass astern of the check-in boat, hail her sail number, class, and the number of souls on board, and receive a verbal confirmation by the race committee. A boat that starts without checking in will receive a 20% scoring penalty (see RRS 44.3(c)) without a hearing. This changes RRS 63.1 and A5.

## **2. SAILING INSTRUCTIONS**

- 2.1. Any change to the sailing instructions will be posted before 0800 on the day it will take effect.

## **3. COMMUNICATIONS**

- 3.1. Notices to competitors will be posted on the official notice board. The official notice board is electronic and will be located at: <https://yachtscoring.com/emenu.cfm?eid=15446>.
- 3.2. The race office can be reached via email at [sprague@usna.edu](mailto:sprague@usna.edu). Forms can be found online on the Official Notice Board.
- 3.3. On the water, the race committee intends to monitor and make courtesy broadcasts to competitors on VHF radio channel 78.
- 3.4. A boat retiring from racing should contact the Race Committee on VHF channel 78 and/or email the Race Office at [sprague@usna.edu](mailto:sprague@usna.edu) as soon as possible after retiring.
- 3.5. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## **4. CODE OF CONDUCT**

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

## **5. SCHEDULE**

- 5.1. The first warning signal is scheduled for 0900. Classes will be started in approximate “reverse order” with slower classes starting first.
- 5.2. A Schedule of Starts will be posted to the Official Notice Board by 2000 Thursday September 8th. The OA may combine separate classes into the same start and change the Schedule of Starts until 0800 Saturday September 10th.

## **6. CLASS FLAGS**

- 6.1. Starting Classes
  - a. The OA will post assignments of boats in handicap fleets to starting classes no later than 2000 Friday September 9th.
  - b. The OA may change the assignment of a handicap boat’s starting class until 0800 Saturday September 10th.
  - c. The OA may combine multiple classes into the same start.
- 6.2. All boats shall clearly display their class flag at the stern, approximately five feet up on the backstay if possible.
- 6.3. The class flags are:

Alberg 30	Golf
PHRF N	5 Pennant
ORC Cruiser (spin/non-spin)	Tango
CRCA Cruiser	White

PHRF Cruising	Echo
CRCA A/B	Green
PHRF C/D	7 Pennant
PHRF B	6 Pennant
J/30	Delta
CHESSS (spin/non-spin)	3rd Substitute
J/105	4 Pennant
ORC I	1 Pennant
ORC II	8 Pennant
ORC III	3 Pennant
PHRF A0	0 Pennant
PHRF A1	0 Pennant
PHRF A2	2 Pennant
Multihull A	Whiskey
Multihull B	Foxtrot

## 7. THE COURSE

- 7.1. The start will be at or near Annapolis Area Government Mark R “2”.
- 7.2. After starting, the following marks shall be rounded or passed in the following order:
  - (a) Thomas Point Light, passed to starboard,
  - (b) Bloody Point Warning Light (LLNR 7751), passed to port,
  - (c) R “84”, passed to port,
  - (d) R “80A”, rounded to port,
  - (e) G “9”, rounded to port,
  - (f) R “10”, passed to starboard,
  - (g) Choptank River Light, rounded to port,
  - (h) R “2” in the Tred Avon River west of the Tred Avon Yacht Club, passed to starboard.
- 7.3. The finish will be near the entrance to the Tred Avon River, at or near R “2”.
- 7.4. The race committee may shorten the course by class at any of the rounding marks of the course.

## 8. THE START

- 8.1. Races will be started using RRS Appendix U with all hails being made via VHF radio.
- 8.2. Prior to the warning signal, the race committee will announce the next class to start on VHF radio.
- 8.3. The starting line will be between an orange flag on the signal boat and a nearby yellow inflatable mark, or between the orange flag on the signal boat and the Annapolis Area Government Mark R “2”.
- 8.4. If the code flag Lima is displayed, the race committee may move the Start to shorten the course. Once on station, the Start will then be between an Orange flag on the signal boat and a yellow inflatable mark, or between an orange flag on the signal boat and a nearby government mark.
- 8.5. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other competitors.
- 8.6. The Race Committee will announce on VHF radio boats identified as OCS, UFD, or BFD. A boat may not base a request for redress on the failure to hear or receive the announcements, the timeliness of announcement or the order in which boats are announced. This changes RRS 62.1(a).
- 8.7. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

## **9. THE FINISH**

- 9.1. The finish line is between a staff displaying a blue flag and a race committee flag on the deck of the Tred Avon Yacht Club and a yellow mark on the channel side of R“2”.
- 9.2. If the course has been shortened to a rounding mark, the finish line will be between a staff displaying a blue flag on the race committee finish boat and the rounding mark.
- 9.3. If the course has been shortened and in the event there is no RC boat on station at the finish line each boat shall record their own finish time using GPS time, and report the time via email to [sprague@usna.edu](mailto:sprague@usna.edu) as soon as possible after finishing.

## **10. PENALTY SYSTEM**

- 10.1. Penalties while racing: RRS 44.2, One-Turn and Two-Turn Penalties will apply.
- 10.2. Penalties after racing: RRS Appendix V2, Post-Race Penalties will apply.

## **11. TIME LIMIT, FINISHING WINDOW**

- 11.1. The time limit for any class is 1730.
- 11.2. If one boat in a class finishes prior to the time limit, remaining boats in that class must finish within 90 minutes of the first finisher. Boats in the same class not finishing within the 90 minute window of the first finisher will be scored Time Limit Expired (TLE) without a hearing. Boats scored TLE will be scored two places greater than the number of boats finishing, however not worse than the number of starters. This changes RRS 35, A4, A5 and A11.

## **12. PROTESTS, REQUESTS FOR REDRESS, AND SCORING INQUIRIES**

- 12.1. The protest time limit for each boat is 2 hours from when the boat finishes.
- 12.2. Editable protest forms can be found on the Official Notice Board and are also available at, [https://www.yachtscoring.com/pdf/Protest%20Form%20\(YS\)%20-%20191015.pdf](https://www.yachtscoring.com/pdf/Protest%20Form%20(YS)%20-%20191015.pdf)
- 12.3. Protests and requests for redress must be submitted via email to [sprague@usna.edu](mailto:sprague@usna.edu) as well as the event PRO ([nnelsoncp@aol.com](mailto:nnelsoncp@aol.com)) within the protest time limit.
- 12.4. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 12.5. As soon as practicable after the protest is filed, a notice will be posted to the Official Notice Board to inform competitors of the protests in which they are parties or have been named as witnesses.
- 12.6. Parties to protests will be notified individually of times for arbitration or protest hearings. Hearings will be scheduled by the Protest Committee, may be scheduled for a later date, and may take place virtually. Guidelines and an explanation of the Virtual Hearing process is available on the Official Notice Board.
- 12.7. The time limit for Scoring Inquiries is 1 hour from when the final scores are posted. A Scoring Inquiry may be submitted to the race committee via email to [sprague@usna.edu](mailto:sprague@usna.edu) and the event PRO ([nnelsoncp@aol.com](mailto:nnelsoncp@aol.com)). When the race committee receives a scoring inquiry they will confirm receipt of the inquiry, review the event records, and respond as soon as practicable.
- 12.8. Editable Scoring Inquiry Forms are available here [https://yachtscoring.com/pdf/Scoring\\_Inquiry\\_fillable.pdf](https://yachtscoring.com/pdf/Scoring_Inquiry_fillable.pdf) and on the Official Notice Board.

## **13. SCORING**

- 13.1. RRS Appendix A4 Low Point System, will apply as changed by the SIs.
- 13.2. Corrected times for PHRF classes will be calculated using PHRF Time-on-Time scoring Random Course Handicap. A boat's corrected time will be her elapsed time multiplied by:  $(650/550 + \text{PHRF Rating})$ .

- 13.3. Corrected time for ORC and ORC Cruiser classes will be calculated using ORC Time-on-Time ratings. The race committee will announce the course type and wind speed rating on race day at or prior to the warning signal for the ORC class.
- 13.4. Corrected times for CRCA classes will be calculated using handicaps supplied by the CRCA class administration based on course type and predicted wind strength. These handicaps will be determined solely by the CRCA class and will be provided to the OA no later than 60 minutes prior to the first scheduled warning signal.
- 13.5. Corrected time for CHESSESS classes will be calculated using PHRF Time-on-Time scoring Random Course Handicap.

#### **14. SAFETY REGULATIONS**

- 14.1. [DP] A boat that retires from the race shall notify the race committee at the first reasonable opportunity as described in (see SI 3.3).
- 14.2. [NP] [DP] A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race by commercial ships, tugs, or barges, Boats must take evasive action well in advance of a potentially dangerous situation.
- 14.3. A boat without way may use any means of propulsion to avoid commercial traffic that is under way provided: (a) the boat does not gain an advantage; (b) use of the propulsion is the boat's only means of avoiding the commercial traffic; and (c) the boat submits a report to the race office (see SI 3.2) by the protest filing deadline describing the incident and the boat's actions.
- 14.4. The race committee or protest committee may protest a boat for SI 15 based on information from any source. The protest time limit does not apply. A written statement from the US Coast Guard, a ship captain, or a bay pilot will be accepted as evidence without the author present. This changes RRS 60.2, 60.3, and 63.6.

#### **15. PRIZES**

- 15.1. Prizes will be given in each class for 1st place with 3 or more starters, 2nd place with 6 or more starters, and 3rd place with 9 or more starters. Awards will be mailed at a later date.
- 15.2. The OA anticipates that the Aloha Cup will be awarded to the best corrected time in all PHRF classes.

#### **16. DISCLAIMER OF LIABILITY**

- 16.1. RRS 3 states: 'The responsibility of a boat's decision to participate in a race or to continue *racing* is hers alone.'

#### **FURTHER INFORMATION**

For further information, please contact the Navy Offshore Sailing office.

Jahn Tihansky – Event Chair

*Director, Navy Offshore Sailing*

[Tihansky@usan.edu](mailto:Tihansky@usan.edu) | 410-293-5608

Erin Sprague

*Asst. Coach, Navy Offshore Sailing*

[Sprague@usna.edu](mailto:Sprague@usna.edu)

410-293-5611

Nelson Pemberton, *PRO*

[nnelsoncp@aol.com](mailto:nnelsoncp@aol.com)