

Leukemia Cup Regatta Sailing Instructions (SI)

Flying Scots, Catamarans and Dinghies



Sailing Club of Washington (SCOW)

1. RULES

- a. All races will be governed by the rules as defined in the 2017–2020 edition of the *World Sailing Racing Rules of Sailing* and as modified by these *Sailing Instructions*.
- b. Competitors may not modify any boat or perform any action that does not comply with the FSSA Flying Scot Specifications and Chief Measurers Rules.

2. ENTRIES

- a. For SCOW Club owned Flying Scots, any SCOW member may act as helm, but a certified skipper must be aboard, and in control at all times.

3. NOTICES TO COMPETITORS

- a. Ashore: notices to competitors will be made verbally at the competitors meeting
- b. Afloat: the Race Committee will display the “L” flag and make announcements when boats come within hailing distance.

4. SIGNALS

- a. No signals will be made ashore. If a postponement is required prior to boats departing the docks a verbal notice will be given. If a postponement is required after departing the docks the committee boat will raise the “AP” flag.
- b. The Race Committee will monitor VHF Channel 68 and may pass instructions to competitors, however, ideally, the races should be conducted with little or no VHF communications. The primary means of communication will be signal flags and the course designation board displayed by the committee boat.
- c. Boat Check-in: Prior to the first warning signal, the Race Committee will display the “L” flag to indicate that all boats are to check in. At this time, all boats must check in with the Race Committee by sailing past the stern of the Committee Boat on starboard tack and hailing their sail number and skipper’s name.

5. TOWING

- a. Towing to and from the race area is permitted, however, racing will not start if one or more boats receive a tow and any boat is enroute and delayed solely by lack of a tow, until all such boats are in the race area.

6. SCHEDULE

- a. A competitors' meeting will be held at 0900 on Saturday, 9 September 2017 on the deck in front of the marina store at the Washington Sailing Marina. The first warning signal for the day is scheduled for 1100, but may occur sooner if the Race Committee is ready and all competitors are in the starting area. Subsequent races each day will be held as soon as possible after the end of the previous race.
- b. No race will be started after 1500.
- c. Starting sequence for the first race:
 - i. Catamarans
 - ii. Flying Scots

7. CLASS FLAG

- a. Flying Scots: the class flag is the official blue and white FSSA Flying Scot Class Flag.
- b. Catamarans and other dinghies: TBD. Will be announced at the competitors meeting.

8. RACING AREA

- a. The racing area will be between the airport and Hains Point. Exact location will be determined based on wind direction.

9. COURSE AND MARKS

- a. Flying Scots and Dinghies: The course will be Windward-Leeward either "W1" or W2" depending on wind conditions. The course will be designated on the Committee boat by letters and numbers exhibited on a Course Board. The windward mark will be a yellow cylinder. The pin will also serve as the leeward mark and will be a yellow cylinder. The finish will be downwind between the pin and the Committee Boat. Other than the downwind finish, all marks will be rounded to port.
- b. Catamarans: The course will be a Triangle course with a downwind finish. The course will be exactly the same as stated above for Flying Scots with the exception that a wing or jibe mark will be set. The jibe mark will be a red or orange buoy. The windward mark will be a yellow cylinder. The pin will serve as the leeward mark and the finishing mark. The downwind finish will be between the pin and the Committee Boat. All marks will be left to port except at the downwind finish.

10. STARTING AND FINISHING LINE

- a. The starting and finishing line will be between an orange flag on the Race Committee boat at the starboard end of the start line, and the nearby yellow cylinder buoy.

- c. Boats over the starting line early at the start signal must return and re-cross the start line, during which time they must keep clear of all other boats.

11. SAFETY EQUIPMENT

- a. PFD's must be worn when specified by the Race Committee or the Committee boat displays flag "Y".

13. TIME LIMIT

- a. The time limit for each race will be 40 min for the first boat to finish and 15 min after the first boat for the remaining boats. If no boat completes the course within the 40 min time limit, the race may be extended or abandoned by the Race Committee displaying flag "AP" at the discretion of the Race committee. Any boats finishing after the 15 min time limit will be scored TLE so that the next race may start. Alternatively, in order to expedite racing, at the discretion of the Race Officer, boats at the back end of the fleet may be scored in place. No race will be started after 1500.

14. PROTESTS

- a. The goal is to conduct spirited competitive races in which all competitors demonstrate high levels of good sportsmanship at all times. All competitors are expected to comply with and enforce the rules and it should be a rare exception that a foul/penalty is not settled on the water. A boat that is fouled should hail the fouling boat with "PROTEST" immediately. 5-10 seconds will serve as a reasonable amount of time for this hail. In order for a protest to be valid, this hail must occur within that timeframe. A boat that fouls another boat should, as soon as safely possible, take a one or two-turns penalty as appropriate. A boat must notify the Race Committee upon finishing a race, if she intends to file a protest against another boat. Protests shall be delivered to the Race Committee no later than 30 minutes after the RC boat docks or no later than 30 minutes after the last racing boat docks, whichever is later. Hearings will be held as soon as the 30-minute period ends and all boats involved will be present. If a boat cannot be present for reasons outside her control the Race Committee may extend the time period. Protests will be decided by the Race Officer. All decisions will be final. Protest will not be accepted after the 30-minute period. In order to minimize protest hearings and disqualifications, Appendix T scoring penalty and arbitration meeting process is in effect.

15. PENALTY SYSTEM

- a. A boat may take a penalty at the time of the incident to clear the foul. Her penalty shall be a one turn penalty, which includes one tack and one gybe in the same direction.
- b. A boat that commits a foul within the zone of any mark (starting, finishing, or rounding) is required to take a two turns penalty to clear the foul.
- c. A boat must report all penalties taken to the race committee upon finishing the race in which the penalty was taken.

- d. Appendix T scoring penalty and arbitration meeting process is in effect. A boat may accept a 20% penalty rather than proceed to a protest hearing.

16. SCORING

- a. The low-point scoring system of RRS Appendix A2 will be used. The Race Committee intends to run as many races as possible in the allotted window. One race constitutes a regatta. All races will be counted. There are no throw-outs.

17. RADIO COMMUNICATION

- a. Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile and cellular phones.

18. COMMERCIAL TRAFFIC

- a. A boat may not exercise right-of-way, cross in proximity to, or interfere with the reasonable transit of the race area by commercial ships. Boats must take evasive action well in advance of a potentially dangerous situation. COLREGS/IRPCAS governs any situation between a race boat and a vessel not racing.
- b. The Race Committee may, at their sole discretion, disqualify any boat that becomes involved in a potentially dangerous situation with a commercial vessel.