

## Centerboard Regatta 2024

Centerboard Yacht Club  
271 Front St  
South Portland, ME 04106

June 8, 2024

### **SAILING INSTRUCTIONS (SIs)**

These instructions largely seek to avoid unnecessarily repeating the Racing Rules of Sailing and the Notice of Race. Competitors are advised to review and be aware of those documents first and in addition to these sailing instructions.

#### **1. RULES**

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing 2021-2024, as amended by the Notice of Race and the Sailing Instructions for this event.
- 1.2. RRS 75 (a); 75 (b); and 75(c) are waived for this event.

#### **2. CODE OF CONDUCT**

- 2.1. In addition to adhering to the Racing Rules of Sailing 2021-2024, competitors and support persons shall comply with reasonable requests from race officials.

#### **3. COMMUNICATIONS WITH COMPETITORS**

- 3.1. Notices to competitors will be posted on the official notice board at [www.regattaman.com](http://www.regattaman.com).
- 3.2. On the water, the race committee will monitor VHF channels 16 and 67 for emergency transmissions; will use VHF channel 67 for working communications.
- 3.3. The following communications are among the variety of courtesy communications which may be made by the race committee on VHF channel 67: schedule changes, starting order changes, courses, change of courses, shortening, postponement, abandonment, starting signals, recalls, next start sequence and invitations to check-in.
- 3.4. Boats are advised that any race committee radio communications except as described in Notice of Race 2.3 are unofficial and made either for race management purposes or as a courtesy to the competitors.
- 3.5. The RC PRO is Justin Henderson at [207Engineer@gmail.com](mailto:207Engineer@gmail.com) or (207) 267-5810

#### **4. SIGNALS MADE ASHORE**

- 4.1. Signals made ashore will be displayed from the flagpole on the shore lawn at CYC and announced on VHF CH 67 at 0900, 0915 and 0930.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals.

#### **5. CHANGES TO SAILING INSTRUCTIONS**

- 5.1. Changes to the sailing instructions will be made as provided in the Notice of Race.

#### **6. CLASSES**

- 6.1. Classes will be racing (spinnakers permitted), **White Sails** (spinnakers prohibited) and one-design with subdivisions as follows:
- 6.1.1. Racing
    - 6.1.1.1. Racing A: **Racing boats PHRF up to 99**
    - 6.1.1.2. Racing B: **Racing boats PHRF 100 and up**
    - 6.1.1.3. **White Sails A: Non spinnaker vessels PHRF up to 179 or over 33ft**
    - 6.1.1.4. **White Sails B: Non spinnaker vessels with a PHRF 180 or above**
- 6.2. Classes will be determined and changes to classes may be made by the PRO in the PRO's sole discretion at any time prior to the preparatory signal of the first scored race.

## 7. SCHEDULE

- 7.1. The race dates are as described in the Notice of Race.
- 7.2. The first **warning signal** in the Centerboard Regatta is scheduled for 1100 hours.
- 7.3. The Principle Race Officer determines the number of races each day. When the Race Committee displays Code Flag 'R' from the RC Signal Vessel at the finish line racing will continue.
- 7.4. No abandonment decision will be made before 1500 on race day.
- 7.5. Post race dinner will start at 1700.
- 7.6. Starting sequence and class:

<b>Class</b>	<b>Starting signal</b>	<b>Class Flag</b>
Racing A	1105	A
Racing B	1110	C
Lightning Class	1115	LIGHTNING
White Sails A	1120	CR
White Sails B	1125	B

## 8. VENUE, STARTING AREA, COURSE AND MARKS

- 8.1. The venue, starting area and courses in general will be as described in the Notice of Race.
- 8.2. Specific courses will be posted on each race date on the Race Committee signal vessel, [www.regattman.com](http://www.regattman.com) and may be announced by the Race Committee on VHF Ch. 67. In the event of a discrepancy, the course posted on the Race Committee signal vessel prevails.
- 8.3. Each class or classes for a given course will be listed on the top line of the course board on the Race Committee Signal Vessel. Each line below will list a mark of the course as a letter in the order they are to be sailed. The color next to the letter will signify the proper rounding of the mark. Red signifies leaving the mark to port and Green signifies leaving the mark to starboard. If no color is displayed next to a mark, it shall be rounded in either direction.

8.4.

Class	Course Board	Start Time
Racing A	Fleet A	1105
Racing B	Race	1110
Lightning Class	LIGHT	1115
White Sails A	Cruise	1120
White Sails B	B Fleet	1125

- 8.5. The joint PYC-CYC mark list is posted on the notice board at regattman.com as NOR Addendum A in 3 different formats. Any of these 3 may be used in this event.
- 8.6. A change of course after the start will be signaled near the mark beginning the leg being changed by a race committee boat with repetitive sound signals. The change will be displayed on the course board before the leading yacht has begun the leg and the course board will indicate all remaining marks with the color next to the letter signifying the proper rounding of the mark. Alternatively a change after the start of the race may also be made by VHF alone if the committee attempts to confirm the change with each affected boat prior to the start of the relevant leg. This changes RRS 33.

## 9. THE START

- 9.1. Races will be started in accordance with RRS 26.
- 9.2. Boats must check-in before the start of each race. Online check-in via [www.regattaman.com](http://www.regattaman.com) is requested and preferred. Online check-in will be open approximately 90 minutes before the start. Radio check on VHF Ch. 67 is permitted once a vessel is in the starting area if online check-in was not possible or has not occurred.
- 9.3. Failure to check in will result in the boat being scored Did Not Compete (DNC).
- 9.4. Starts will be rolling starts with each class's starting signal also serving as the warning signal for the immediately subsequent class, if any.
- 9.5. The location of the start will be in the vicinity of either General Anchorage A or General Anchorage B as shown on NOAA Chart 13292.
- 9.6. Boats in a class whose warning signal has not yet sounded shall avoid the starting area during the starting sequence for other races.
- 9.7. Unless otherwise announced, the starting line will be between a staff displaying an ORANGE flag on the Race Committee Signal Vessel and an inflatable mark.
- 9.8. A limiting mark may be streamed from or near the signal vessel. Boats striking this limiting mark or sailing between the mark and the signal vessel will be considered in violation of RRS 31.
- 9.9. The gun or other sound signals are for the purpose of calling attention to visual signals. Visual signals govern. A failure or mistiming of a gun or other sound signal shall be disregarded.
- 9.10. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to hail her by name or sail number. Failure to hail her, failure of her to hear such a hail, or the order in

which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

## **10. THE FINISH**

- 10.1. The Finish Line shall be between a solid ORANGE flag on the Race Committee Signal Vessel and a nearby mark.
- 10.2. The course may be shortened without prior notice to any mark of the course that a race committee boat is anchored near while flying code flag S. When the course has been shortened the Finish Line shall be between the Race Committee Boat and mark regardless of the course prescribed rounding.
- 10.3. If the race committee is absent when a boat finishes, the boat may report her finishing time, and her position in relation to nearby boats, to the PRO by email at the first reasonable opportunity and in no case any later than 2 hours after the finish of the race.
- 10.4. Boats which withdraw from a race for any reason are to notify the race committee by VHF Ch. 67 promptly upon the withdrawal. If the RC can not be reached by radio, text (207) 570-2516. Failure to notify the RC will result in a boat being scored Disqualification Not Excludable (DNE). This will cause a last place score that cannot be discarded under Sailing Instruction section 14.1.

## **11. PENALTY SYSTEM**

- 11.1. The two-turns and one-turn penalty as defined in RRS 44.1 apply as stated in the NOR.
- 11.2. No scoring penalty pursuant to RRS 44.3 applies or is available.
- 11.3. Alternative penalty. This changes RRS 63.
  - 11.3.1. A boat that may have broken one or more rules of “Part 2: When Boats Meet” while racing, but which did not cause injury or serious damage in the course of the potential infraction, may take a post race penalty for that incident.
- 11.4. If a violation of RRS 14 resulting in injury or damage occurs, RRS 69.1 will be applied if the violation of RRS14 is determined by the protest committee to have been willful. The penalty shall be a ban from all racing at Centerboard Yacht Club for up to 1 complete season as provided by the authority described in RRS 69.2h(3).

## **12. TIME LIMITS**

- 12.1. The Race Committee boat will remain on station until all boats have finished, or 1800, whichever is sooner. Boats which finish after the race committee has left station may report their finish per Sailing Instruction 10.3.

## **13. PROTEST HEARING REQUESTS**

- 13.1. Protest forms are available at [www.regattman.com](http://www.regattman.com) and physical copies may also be available in the CYC Steward’s Shed on the protest committee clipboard mounted on the interior wall.
- 13.2. Protests shall be submitted in person or via email to the Protest Chair no later than 1 hour after RC boat docks.
- 13.3. A hearing will be subsequently scheduled Asap. The timing and method of the hearing will be at the sole discretion of the Protest Chair.
- 13.4. The Protest Committee Chair is Chip Gavin

## **14. SCORING**

- 14.1. A boat's series score is the total of her race scores.
- 14.2. Races will be scored using PHRF Time on Time.
- 14.3. The low point scoring system, RRS Appendix A shall be used.
- 14.4. Ties will be broken on total corrected time for the series.
- 14.5. Rule A5.3 applies.

## **15. SAFETY REGULATIONS**

- 15.1. The RC here emphasizes for competitor's attention:
  - 15.1.1. the check-in requirements of Sailing Instruction 9
  - 15.1.2. the withdrawal requirements of Sailing instruction 10
  - 15.1.3. new rule 63.6(e) as stated in the Notice of Race section 1.3
    - 15.1.3.1. Regarding new rule 63.6(e), CYC races are held under a permit granted by the U.S. Coast Guard. Please be mindful that we share the harbor with other traffic. All yachts when racing are to keep well and obviously clear of vessels not under command, constrained by draft, restricted in her ability to maneuver or engaged in fishing. These include but are not limited to heavy shipping vessels; sailing vessels engaged in the passenger or excursion trade; fishing boats; ferry boats; tankers and cargo vessels. Boats identified who endanger their own safety, or that of a commercial or government vessel will be subject to protest by a Race Committee (RC) or contestant and face possible DNE disqualification not excusable penalty.
- 15.2. All boats shall have functioning Navigation Lights that meet USCG requirements.
- 15.3. Each boat shall monitor VHF Ch. 67.
- 15.4. All boats shall comply with Federal and State safety requirements.

## **16. BERTHING**

- 16.1. CYC has limited mooring and dock space for visiting competitors. Competitors who are not members of CYC are invited for post-race events but are asked to make advance arrangements with the CYC stewards if a mooring or dock space is requested and otherwise to carpool by land to CYC.

## **17. RISK STATEMENT**

- 17.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

## **18. INSURANCE**

- 18.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

**End SI**

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