

CCV Racing (CCVR)

2019 GENERAL SAILING INSTRUCTIONS

These Sailing Instructions, unless otherwise noted, apply to all events for which race circulars appear in this book. These races shall be under the management of the sponsoring yacht club, which shall have the authority to modify these sailing instructions by means of its Individual Race Circular(s). Any portion of this GSI which is not specifically changed, shall apply in all regattas using these Sailing Instructions.

- 1. RACING RULES:** CBYRA handicap events shall be governed by the International Sailing Federation Racing Rules of Sailing (RRS) as adopted by the United States Sailing Association (US SAILING), class rules (including measurement), these General Sailing Instructions and the special rules and conditions set by sponsoring (host) club's Individual Race Circular for each event.
- 2. ENTRIES:** Entries may be accepted from owners or charterers of competing boats who are individual members of a yacht club recognized by the sponsoring club. A completed current Standard CBYRA Entry Form (or special Entry Form applicable to that race) is required for each event (race or series). CBYRA Entry forms are in back of this book. The entry fee must accompany the entry form when applicable. It is the sole responsibility of the entrant to see that the entry is in the hands of the sponsoring club Race Committee before the deadline specified in the Individual Race Circular for each event. Each entry form must show clearly which class is being entered. A competitor may change classes after the Race Committee leaves the dock only if there are fewer than three (3) boats in the class. Otherwise, no fleet changes can be made once the Race Committee leaves the dock.
- 3. RATINGS:** All boats, except those in Cruising Class, must have a current, valid measurement certificate on file with the appropriate CBYRA Class Association. For Cruising Class boats, a courtesy rating must be obtained from the host club for each race or series entered. No spinnakers or double headsail rigs are permitted in the Cruising Class.
- 4. SCHEDULE OF RACES:** The CBYRA schedule of events for CBYRA Region IV is contained in this book and the *CBYRA Greenbook*. Detailed race scheduling and class starts are contained in the Individual Race Circulars for each event.
- 5. SAIL NUMBERS:** Boats, except Cruising Class, shall display US SAILING issued sail numbers in conformance with RRS 77, except that a boat conforming to the sail marking practice of her one-design class and crossing over to another division and class in a CBYRA sanctioned race will either use US SAILING numbers or her one-design class identification. It is the responsibility of all entrants to clearly identify the boat and its class. A boat shall not display conflicting sail numbers or obscured class flags. Only the Race Committee may protest a boat under this rule. This changes *RRS 60.1*.
- 6. CLASS FLAGS AND CLASS SPLITS:** All competing classes listed below must clearly display their proper Class Code Flag - one from the bow and one at the stern approximately 5 feet up on an available backstay.

| CLASS | RATING RANGE | CODE FLAG |
|---------------|-----------------------------------|-------------------------|
| PHRF A | Up to 109 | 9 |
| PHRF B | 110 to 163 | 6 |
| PHRF C | 164 & Up | 7 |
| PHRF N (2 HS) | All Ratings (2 headsails allowed) | 5 |
| PHRF N (1 HS) | All Ratings (1 headsail only) | 5 + white flag, 12"x12" |
| Cruising | All Ratings | white flag, 12"x12" |
| J/24 | One Design | U |

7. RACING AREA: The racing area will be specified in the Individual Race Circular for the particular event. By displaying code flag "L", the Race Committee may move the starting line to a new location. For those races that specify CCVR marks "H" (Harbor) or "Y" (Bay) as the starting mark, the Race Committee may move the starting line up to 1.5 nm without displaying code flag "L" or departing from the published schedule.

Severe weather may require cancellation of a race or relocation of a race from the Bay to the Harbor. In either case, the race committee will make an announcement on VHF channel 72 approximately 90 minutes before the scheduled warning signal and continue that announcement periodically for as long as it thinks appropriate.

8. COURSES: The course to be sailed will be designated in the Individual Race Circular(s), or by letters displayed on the Committee Boat with the last letter of the course indicating the finish. If the course consists of government marks and/or special race buoys, marks shall be rounded in the order displayed reading from left to right or top to bottom from the boat's class signal. Marks designated by RED letters shall be left to PORT; marks designated by BLACK or GREEN letters shall be left to STARBOARD.

RRS 27.1 is modified to require the Race Committee to fly the Come Within Hail flag (Code flag "L ") if a posted course is modified at any time before the beginning of the starting sequence. If a posted course is modified after the starting sequence has begun, the Postponement flag (answering pennant "AP") and the Come Within Hail flag (Code flag "L ") shall be flown simultaneously for a period not less than five (5) minutes.

9. MARKS: Marks will be CCVR marks as described in this book under CCVR Racing Marks unless otherwise specified by the Individual Race Circular. The approximate position of government marks is offered as a reference only and not intended for navigation.

In the event that a designated government mark is missing, the nearest charted aid to navigation shall be used.

10. START: Races will be started under *RRS 26 (Starting Races)* unless an alternative starting system is specified in the Individual Race Circular for that race. The Race Committee may attempt to alert competitors to the start of a sequence with an Attention Signal consisting of a series of short sound signals approximately one minute before the warning signal. This is not a timed signal. This modifies RRS 26.

Unless otherwise specified, the starting line will be between a staff displaying an orange flag on the Race Committee boat and the designated government mark or drop mark.

The Race Committee may set a limit buoy off its stern and/or from its anchor line. As per the definition of mark, this limit buoy is considered to be part of the RC boat and boats hitting it shall be considered to have broken RRS 31.

Boats are urged to remain clear of the starting area when other fleets are starting. Boats not racing shall keep clear of boats who are racing.

Combining classes for a single start may be signaled by the Race Committee as follows:

At the time when the warning (class) signal for the first class would normally be displayed, the Race Committee will display both class flags and Code Flag "L" and will make one (1) sound signal. The start time for all boats of the combined class will be the same as the start time of the second class.

11. RECALLS: Individual Recalls will be in accordance with RRS 29.1 as modified below: In addition to displaying flag "X" with one sound signal, the Race Committee will also attempt to hail premature starters by announcing the offending boat(s) name(s) and/or sail number(s) over VHF Channel 72. Failure to transmit or receive such notification, a boat's position in the sequence of notification, or the promptness of the notification will not be grounds for granting redress. This changes RRS 60.1(b) and 62.1(a)

General Recalls will be signaled in accordance with RRS 29.2. The Race Committee will display the First Substitute with two sounds. The Warning Signal for the new start for the recalled class will be made one minute after the First Substitute is removed (one sound) and the starts for the succeeding classes will follow the new start.

12. SHORTENED COURSE FOR SOME CLASSES: The Race Committee may shorten the course for some (but not all) classes by displaying Code Flag "S" along with the class flag(s) for the class(s) for whom the course is being shortened; the remaining class(s) should continue with the posted course. If no class flags are displayed with the "S" flag, the course is shortened for all classes.

Boats for whom the course is being shortened should finish by sailing between the RC finish boat displaying flag "S" and the adjacent mark, or at a gate, by finishing between the gate marks.

13. FINISH: Unless otherwise specified, the Finish Line will be between a staff displaying an orange flag on the Race Committee Boat and the designated government mark or drop mark, unless the course has been shortened.

Each boat is responsible for taking its own finish time and recording, if possible, the boats finishing directly ahead and directly astern. This information shall be provided to the Race Committee upon request.

The Race Committee may signal another race to follow by displaying flag "R" at the finish of a race.

A boat approaching the finish line at night must show a white light when .25 mile away to call attention to her presence and again when crossing the finish line, so as to illuminate her racing numbers. An ordinary flashlight is not adequate for this purpose.

14. CALLING BOATS IN: In the interest of starting another race or presenting trophies in a timely fashion, the Race Committee may assign a finish position to the last finisher(s) in a division provided that position(s) can be determined in a reasonable manner. Such boats will be scored as though they finished the race and, if another race is to be sailed, should return to the starting area as quickly as possible. This changes *RRS A4.1, A4.2, and A5.*

15. SCORING: The Low Point Scoring System described in *RRS* Appendix A will be used, except that: (a) unless modified in the Individual Race Circular, only a single race is required to be completed to constitute a series; and (b) each boat's total score will be the sum of her scores for all races in a series unless otherwise indicated in the Individual Race Circular. This changes *RRS* A2.

16. PROTESTS: Protests must be in writing and handled in accordance with *RRS* 61 procedures with the following additions:

A boat intending to protest is required to notify the Race Committee Signal Boat by hail or VHF-72 and continue until acknowledged by the Race Committee, of its intent to protest and the identity (name and/or sail number) of the protested boat(s) as soon as possible after finishing or retiring. This changes *RRS* 61.1. Boats attempting to make such notification should be patient if the Race Committee is in the process of finishing other boats.

A written protest must be filed with the Race Committee within the time specified in the Individual Race Circular or, if a time is not specified, within one hour of the Race Committee Boat being docked.

REMINDER: Boats are reminded that, to file a protest, you must:

1. Display a red protest flag at the first reasonable opportunity. The display of the protest flag should be considered a priority and be accomplished without delay.
2. Hail the other boat at the first reasonable opportunity using the word "*protest*", or, if the boat is beyond hailing distance, the protesting boat need not hail, but shall inform the other boat at the first reasonable opportunity.
3. Notify the Race Committee immediately after finishing or retiring of their intent to protest and the name or sail number of the boat(s) they intend to protest.
4. File a written protest within the time limit.

17. PENALTIES:

17.1 *RRS* 44.1 is replaced with:

“A boat that may have broken a rule of Part 2 while racing may accept a penalty:

- (a) *At the time of the incident*, by taking a Two-Turns Penalty (in accordance with *RRS* 44.2; OR
- (b) *After racing* but before the start of a protest hearing involving the incident, by taking a 40% Scoring Penalty (as calculated in Section 17.2 below).

However, if a boat caused serious damage or injury or gained a significant advantage in the race or series by her breach, she shall retire or her penalty shall be disqualification.”

17.2 *RRS* 44.3 (c) is modified by adding the following: The boat's 40% Scoring Penalty shall be the whole number (rounding 0.5 upward) nearest to 40% of the boats *COMPETING*, but not less than four places. In no case, shall a boat be scored worse than DNF (Did Not Finish). For purposes of this section, “*COMPETING*” includes all boats that came to the starting area prior to the race. The score of other boats shall not be changed. Therefore, two boats may receive the same score.

18. RACING AT NIGHT: The room required by *RRS 16* is greater at night than during daylight hours. A reasonable interpretation of room in rule 16 is that when a right-of-way boat changes course between sunset and sunrise, she shall do so in such a way that, in addition to giving the other boat the room she would need during daylight and if the course change requires the other boat to take avoiding action, it shall occur when the boats are at least three of the longer boat's hull lengths apart.

Between sunset and sunrise all boats shall display all proper navigation lights at all times.

19. RADIOS:

19.1 All boats shall have aboard a working VHF radio.

19.2 The Race Committee will not respond to transmissions from competitors except to acknowledge retirements, protests, penalties reported, or requests for emergency assistance. Race Committee broadcasts of its intentions, courses to be sailed, course changes, timing information, etc. are as a courtesy only and do not relieve boats of their responsibility to observe and respond to Race Committee flags and signals.

Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear or understand a broadcast shall not be grounds for redress under *RRS 62.1(a)*.

19.3 Boats should monitor VHF Channel 72 during the start and throughout the race for recalls, abandonments, and any other information the Race Committee may issue.

19.4 Any boat retiring from a race and/or not intending to start a subsequent race shall promptly report this to the Race Committee via hail or radio and continue until receiving acknowledgement from the Race Committee. Boats failing to do so may be protested by the Race Committee and/or Protest Committee.

19.5 It is suggested that boats racing monitor VHF Channel 16 and the NOAA Weather Broadcasts and make contact with commercial traffic on Channel 13 as may be desirable for safety.

20. COMMERCIAL TRAFFIC: Any attempt by a competitor to exercise right of way over, to cross in close proximity to, or to interfere with, the reasonable transit of the race area by commercial freighters, tugs and tows, and other vessels which are unable to respond readily will be grounds for protest. Should such a protest occur, the burden of proof is on the boat allegedly interfering with the commercial vessel. Competitors must take evasive action well in advance of any potentially dangerous situation.

If a boat without way in a ship channel infringes *RRS 42.1* by using an engine to clear the channel at the approach of a ship, it shall either retire or, if the incident was unavoidable, continue racing and request redress. The burden will be on the competitor to show that she did not gain significant advantage by this action. *RRS 62.1* is modified to allow the consideration of this request.

21. EQUIPMENT: All equipment and standards required by the U.S Coast Guard, U.S. Sailing Safety Equipment category "Nearshore", revision 2019.0, the RRS, these General Sailing Instructions, Division/Class Rules, and Individual Race Circulars listed herein, shall be aboard and readily available unless modified by clubs Individual Race Circular. (Equipment standards found on US Sailing and U.S. Coast Guard web sites).

21.1 ADDITIONAL EQUIPMENT: The following additional equipment and standards required by the U.S. Sailing Safety Equipment category "Coastal" revision 2019.0 will be required and readily available for the

CCVR Moon Light Triangle Race (night race) and the CCVR Summer Solstice Ocean Race. Coastal requirements- 1.6, 2.1.1, 2.1.2, 2.1.3, 2.1.4, 2.3.1, 2.4.2, 2.4.4, 2.4.6, 2.4.7, 2.5.1, 2.7.2, 3.1.1, 3.2.1, 3.7.1, 3.14, 3.15, 3.20, 3.22, 3.24.1, 3.26, 3.27.1, 3.31,3.32, 3.35, 3.36, 4.1.2 and 4.4 (Equipment standards found on US Sailing and U.S. Coast Guard web sites).

DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

(Revised 2019)

DROP MARK COURSES

For drop mark courses, the starting line will be located approximately 0.1nm to leeward of the leeward mark. The leeward mark is not a mark of the course on the first leg of the course.

For courses finishing to leeward, the finish line will be located approximately 0.1nm to leeward of the leeward mark. In this case, the leeward mark is not a mark of the course on the final leg unless the course is shortened at that mark.

For courses finishing to windward, the finish line will be between an orange flag on the Race Committee boat and the windward mark.

When drop mark courses are used, the class flags on the course board will be followed by a red letter (and possibly a number) indicating which of the following courses is to be sailed. The Race Committee shall also display in black numbers the approximate length and magnetic bearing of the first windward leg.

To change the position of a mark, the Race Committee will lay a new mark and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. The new mark will be of a different shape or color. If a subsequent change is necessary, the new mark will be replaced by the original mark.

When a mark is changed, the Race Committee shall signal the change course by displaying Code Flag “C” with repetitive sound signals and indicating the magnetic bearing to the new mark and/or indicating a change in distance to the new mark by displaying a “----“ if the leg will be shortened or a “+” if the leg will be lengthened.

When Code Flag “Q” is displayed with Code Flag “C”, the course change will apply only to the final weather leg for each fleet.

Each course can be shortened at any turning mark.

(Revised 2010)