

SAISA North Point #4
Hosted by Charleston Community Sailing and Carolina Yacht Club December
7,2024

SAILING INSTRUCTIONS

1. RULES

- 1.1 The regatta will be governed by the Racing Rules of Sailing 2021-2024, the prescriptions of US SAILING, the ISSA Procedural Rules, the SAISA Supplemental Rules 2018, this Notice of Race, and the Sailing Instructions. In the event of a conflict between the governing documents and the Sailing Instructions, the latter shall take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Changes to the Sailing Instructions may be made at any time and posted on the Official Notice Board.
- 2.2 Oral changes to the Sailing Instructions may be given on the water, in accordance with RRS 90.2(c), by the race committee making multiple sounds from the signal boat and hailing the competitors. Changes must be made before the warning signal.

3. NOTICES TO COMPETITORS

- 3.1 Notices will be posted on the official Notice Board which is the [Techscore event site](#).

4. SIGNALS MADE ASHORE:

- 4.1 Signals made ashore will be displayed from the main dock at the sailing area.
- 4.2 When code flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 15 minutes" in the RRS Race Signal "AP."

5. BOATS

- 5.1 Seventeen 420's will be provided for Varsity teams. Additional boats will be provided by competitors.
- 5.2 Competitors shall report any **damage, contact between boats, or loss of equipment**, however slight, to the OA representative immediately after returning the boat to shore.

6. SCHEDULE OF RACES

- 6.1 Saturday : Check-in and rigging at 9am at two different locations. Check rotation for your boat location.
- 6.1.1 Sail #1-13 is located at Charleston Community Sailing, SafeHarbor Marina.
- 6.1.2 Sail #14-17 are located at Carolina YC, 50 East Bay St.
- 6.2 Skippers Meeting at 9:30am. Teams rigging at CYC will attend the skippers meeting through a remote link to be sent to all coaches. Racing will begin immediately after adjacent to the CYC docks.

7. FLEET DESIGNATIONS - CLASS FLAGS

- 7.1 A green flag will designate the Varsity fleet.
- 7.2 A yellow flag will designate the JV/Composite fleet.

8. RACING AREA

- 8.1 Racing will be in Charleston harbor adjacent to the Carolina Yacht Club, 50 East Bay St.

9. COURSES

- 9.1 Appendix 1 shows the courses. The course number to be sailed will be posted on the Signal boat.

10. MARKS

10.1 Marks will be as follows:

Mark 1, 2s and 2p will be orange cylinders.

Mark 1a is a reddish-orange ball.

The starting mark will be a reddish-orange ball.

The finishing mark for course 2, 4, and 6 (downwind finish) will be a WHITE ball on the STARTBOARD SIDE OF THE SIGNAL BOAT.

The finishing mark for course 3 and 5 (upwind finish) will be Mark 1.

11. THE START

11.1 Races will be started using the Appendix U – Audible-Signal Racing System. Varsity and JV will be separate fleets.

11.2 The starting line will be between a staff displaying an orange flag on a race committee boat and the course side of the port-end starting mark.

11.3 A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

11.4 Individual recalls will be signaled by a display of Code Flag X with an accompanying sound signal. Individual boats will be hailed by *sail number* if possible. Code Flag X will remain hoisted until all boats have started properly, or for a period of no less than 2 minutes. This changes RRS 29.1. Failure of a boat to hear the hail or sound signal shall not be grounds for redress.

11.5 After a General Recall, the “Round-the-Ends Rule” provisions of RRS 30.1 shall apply. Flag I need not be displayed. (This changes RRS 30.1.)

12. THE FINISH

12.1 The finish line for courses 2,4 and 6 will be between a staff displaying a blue flag on a race committee boat and the course side of the nearby finishing mark **on the opposite side of the committee boat as the starting line.**

12.2 If one or more boats are unreasonably delaying the completion of a race, the race committee may score the boat(s) in place and terminate the race. This changes rules 35 and A4.

13. PENALTY SYSTEM

13.1 RRS 44.1 and 44.2 are changed so that the penalty is one full turn instead of two.

13.2 The penalty for breaking instruction 5.2 (failure to report damage), unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

14. TIME LIMIT:

14.1 The time limit will be 30 minutes for the first boat to finish.

14.2 Boats failing to finish within 10 minutes after the first boat will be scored DNF.

15. PROTESTS AND REQUESTS FOR REDRESS

15.1 Protest procedures will be in accordance with ISSA Procedural Rules. Protests should be filed as soon as sailors return to the dock. Hearings will take place between races.

15.2 The protest time limit will be the end of the final race unless the race committee has been notified of additional protests.

15.3 Appendix T4.2 is in effect for Redress.

16. SCORING

16.1 Scoring will be in accordance with ISSA-PR 9 and 11(c).

16.2 Three races in each division must be completed to constitute a regatta

17. SUPPORT AND COACH BOATS

17.1 Coaching will be in accordance with ISSA Procedural Rule 8.

18. ENVIRONMENTAL AND SAFETY

18.1 ISSA-PR 2.2 applies, requiring the wearing of approved PFDs.

18.2 A boat that retires from a race shall notify the race committee as soon as possible.

19. RECORD OF PARTICIPATION:

19.1 Record of Participation information must be entered on-line to Techscore by the adult representative. The time limit to submit this information is 30 minutes after the completion of the last race.

19.2 Failure to do so will be 20 points per Division added to the total team score. This changes RRS 63.1.

20. GEAR REQUIREMENT

20.1 Appropriate sailing gear for the water temperature and air temperature will be required for all sailors. No cotton clothing such as jeans or sweatshirts will be allowed and proper foot wear is required. Wet suits or dry suits are highly recommended. Coaches are asked to monitor gear of their team members. The organizing authority reserves the right to remove any sailor that they feel is not properly outfitted for conditions.

21. RISK STATEMENT:

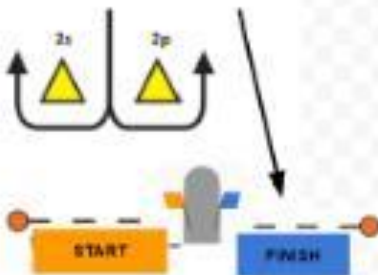
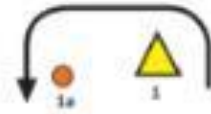
21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.**

21.2 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.

Appendix 1

Course Diagram

Even number of legs:



GATE (if set)

NOTE: At the gate, boats must pass between the two marks of the gate from the direction of the previous mark and leave the port gate to port or the starboard gate to starboard.

Odd number of legs:



Course 2:
Start -1-1a -
Finish (Downwind)

Course 3:
Start -1-1a - 2p/s -
Finish (Upwind)

Course 4:
Start -1-1a - 2p/s -1-1a -
Finish (Downwind)

Course 5:
Start -1-1a - 2p/s -1-1a -
2p/s - Finish (Upwind)

Course 6:
Start -1-1a - 2p/s -1-1a -
2p/s -1-1a -
Finish (Downwind)

NOTES

- Marks 1 and 1a shall be rounded to port. Mark 1a is an offset mark and will be positioned to port of mark 1.
- Except when there is a change of course, the seaward gate will be positioned approximately to windward of the starting line.
- If only one mark of the gate is present, it shall be rounded to port.
- For courses with downwind finishes; the gate is not a mark of the course for the first or the finishing leg.
- For upwind finishes; the finish mark will be mark 1 unless a change is signaled for the finishing leg.