



2010 Tri-Service Regatta

18 SEP 2010

Langley Yacht Club, Hampton VA, USA

SAILING INSTRUCTIONS

1 RULES:

The series will be governed by **The Racing Rules of Sailing (RRS) for 2009-2012** as modified by these sailing instructions.

2 NOTICES TO COMPETITORS:

Printed copies of the notices to competitors, Sailing Instructions and any amendments will be posted on the **Official Notice Board**, located at Salt Ponds Marina.

3 CHANGES TO SAILING INSTRUCTIONS:

Any change to the sailing instructions will be in writing and posted to the notice board before **2030h, 17 Sep 10** and echoed online thereafter. Changes required as a result of the skipper's meeting will be included in this posting, and highlighted appropriately to call attention to the change; **skippers are responsible for complying with these amendments whether or not they attend the meeting.**

4 SCHEDULE OF RACES:

4.1 The Tri-service Regatta date is **18 Sep, 2010**. The scheduled time of the first warning signal is **1000 EDT**, RC ship's time.

4.2 In the event of forecast inclement weather, the RC will implement a backup plan that may include moving the venue inside the harbor and/or moving the race date. If an inclement weather plan is required, details and implementation plan will be disseminated in writing during the skipper's meeting.

4.3 If the RC postpones a start or abandons a race, the decision for subsequent starts will be at RC discretion.

5 RESTRICTIONS:

5.1 The TSR is open to all self-righting monohull displacement boats belonging to host clubs, LOA 20' or larger. Boats must be capable of utilizing VHF Channel **72**, and must meet PHRF of the Chesapeake Category 4P and USCG safety requirements.

5.2 Boats in the PHRF-N Class are limited to PHRF sail and equipment restrictions as rated. The single HS Cruising Class is restricted to the limitations in Attachment 1.

6 CLASSES & CLASS FLAGS:

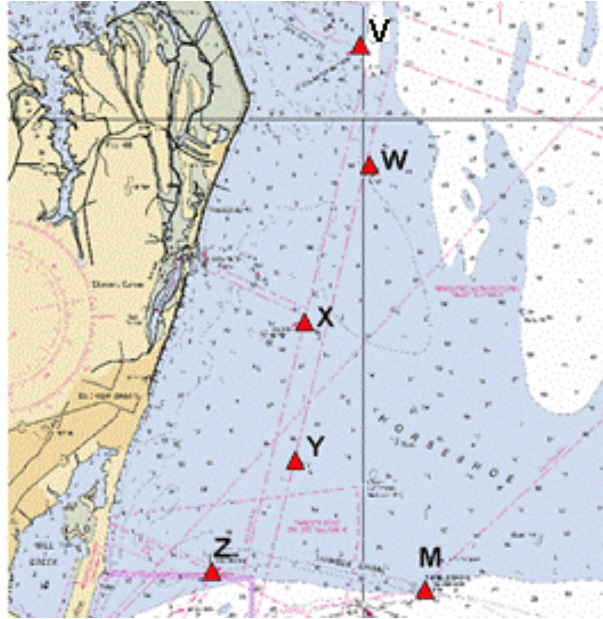
6.1 CLASSES. The RC reserves the right to split Classes based on the number of entrants.

- **PHRF N** - All Valid Ratings, 2HS allowed. Non-spinnaker, Class Flag: **5**
- **Cruising** - Boats without Valid Ratings, Non-spinnaker, single HS. The RC will assign a time-on-distance courtesy rating which may not be appealed. Class Flag: **WHITE 12"x12"**

6.2 CLASS/DIVISION SPLITS. Not later than the skipper's meeting, the RC will post, in writing, final Racing and Cruising Class splits, if required. The decision to split a class may affect the order of start and necessitate changes to Class Flags (anticipate use of colored streamers to denote class splits).

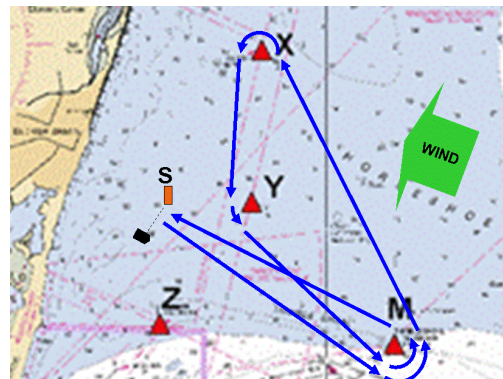
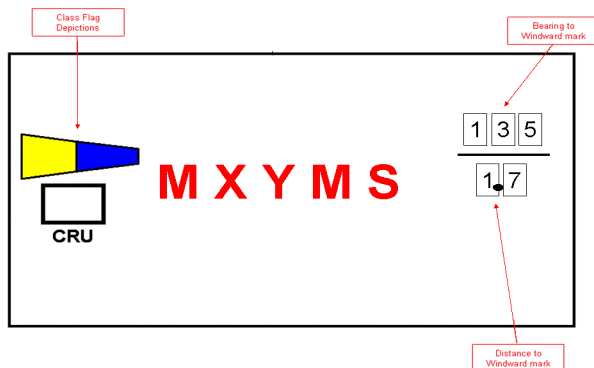
6.3 Each boat shall display her assigned class flag from the backstay for identification.

7 RACING AREA: NOAA Chart 12222:



8 THE COURSES:

- 8.1 The signal boat will use a course board amidships to designate the course to be sailed. When a drop mark is used for the start, the bearing and distance to the first mark will be displayed.
- 8.2 Excepting the finish, marks displayed in **RED** are to be left to **PORT**, those displayed in **BLACK** are to be left to **STARBOARD**.
- 8.3 Boats shall pass the finish mark on the committee boat side, from the course side of the line, between the mark and the committee boat, without regard to the course board color used to denote the finish mark.
- 8.4 Boats are reminded that an exclusion zone exists 500 feet around Buckroe Beach pier.
- 8.5 The first letter on the course board will be the first rounding mark of the course. The last letter indicates the finish mark. All Classes shall sail the same course. Example:



9 MARKS:

9.1 The marks to be used are presented in the attached table:

Mark	Latitude	Longitude	Description
Y	N37°01'58.8"	W076°15'45.0"	Daymark R "2", 1nm off Buckroe Pier
X	N37°03'13.8"	W076°15'39.0"	Daymark F1 G 2.5s "3", Salt Ponds Channel
W	N37°04'31.2"	W076°15'00.0"	Daymark R N "4", off Grandview
V	N37°05'37.1"	W076°15'03.9"	Daymark F1 G 4s 15ft 4M "1BR"
M	N37°00'52.2"	W076°14'24.0"	Thimble Shoals Light
Z	N37°01'01.8"	W076°16'40.0"	Range Tower Oc 4s 58ft
S	Within 1nm of Y	Within 1nm of Y	Starting/finishing Drop Mark

9.2 An orange inflatable cylinder will be used as drop mark S if required. S will not be moved after the start of a race.

9.3 Bearing/distance chart among fixed marks:

TO: FROM	M	V	W	X	Y	Z
M		004 4.8	003 3.7	347 2.6	326 1.5	284 1.8
V	184 4.8		187 1.1	201 2.4	199 3.7	206 4.8
W	183 3.7	007 1.1		212 1.4	203 2.6	211 3.8
X	167 2.6	021 2.4	032 1.4		194 1.3	210 2.4
Y	146 1.5	019 3.7	023 2.6	014 1.3		228 1.2
Z	104 1.8	026 4.8	031 3.8	030 2.4	048 1.2	

10 CHECK-IN

Before the warning signal a boat shall pass by the stern of the RC Signal Boat and hail her sail number until acknowledged by the RC. A boat may not protest a breach of this rule. This changes RRS 60.1.

11 THE START:

11.1 The order of starts shall be posted on the official notice board. Expect PHRF N to start first, followed by the Cruising Class. This sequence may be modified as needed based on entries and class splits announced at the skipper's meeting.

11.2 RRS 26 procedures using RC ship's time will govern starts. In addition, the RC will attempt to broadcast an "Attention" signal **approximately** 5 minutes before the first warning, consisting of several short horn blasts and a VHF 72 transmission.

11.3 The starting line will be between the orange flag on the Race Committee boat and the starting mark. If winds allow, this starting mark will be Mark Y. However, the RC may reposition the start up to one mile from Y – in this case an orange inflatable cylinder mark "S" will be used as the start mark.

11.4 A limiting buoy (orange ball) off the stern and/or anchor line may be used by the RC boat at the *start*; boats contacting the buoy will be considered to have broken RRS 31.

11.5 Come Within Hail. The RC will fly Code Flag L if it changes the course before the start. If the sequence has already begun and a course change is warranted, the RC will postpone the race (Answering Pennant) to allow all boats to receive the new course.

11.6 Boats failing to start within 15 minutes of their class signal will be scored DNS.

11.7 INDIVIDUAL RECALLS. Per RRS 29.1. In addition, the RC will attempt a hail to OCS boats on VHF 72. The hail is a courtesy: its timing, the sequence of boats recalled, or perceived lack of courtesy hail does not absolve a boat from the responsibility to correct a starting error

11.8 GENERAL RECALLS. Per RRS 29.2.

12 THE FINISH:

12.1 The finishing line will be the line between the finishing mark and the orange flag on the RC boat.

12.2 In the event of a shortened race, the finish line will be between a course mark and the "S" flag displayed with Class Flag(s) of the affected Class(es) on the RC boat finishing those classes. If no class flags are displayed, the course is shortened for all classes.

13 PENALTY SYSTEM:

13.1 A retiring boat shall advise the RC as soon as practical.

13.2 RRS 44.3a (alternative scoring penalty) is not applicable.

14 TIME LIMIT:

14.1 The time limit for all races is 5 hours. Boats **still racing** but not finished within the time limit will be awarded finishing credit (participation points only). If no boat of a given Class has finished in the time limit, that Class' race will be abandoned. This paragraph changes RRS 35.

15 PROTESTS AND REQUESTS FOR REDRESS:

15.1 A boat intending to protest shall inform the RC upon finishing or retiring, and identify the boat(s) being protested.

15.2 The time limit to file a written protest or request for redress expires at 6:00PM/1800. Once the RC docks, a representative will proceed directly to the Salt Ponds Marina office. Documents may be filed with the RC's representative until to the expiration of the time limit.

15.3 Protests and requests for redress will be heard by a Protest Committee appointed by the RC. Upon the filing of a protest or request for redress, the RC will coordinate with the parties and PC. Hearings will be conducted at Hampton Yacht Club on Sunday afternoon, 19 Sep 10, after the CCV race, as needed.

15.4 Arbitration will not be offered.

16 SCORING:

16.1 The Tri-service regatta will use a high points system of scoring. Scores will be determined for individual boats representing each of the three host clubs; those scores will be summed to calculate a total for each yacht club.

16.1.1 Individual boat points. Boats earn one point for every in-class boat they beat (PHRF-N: all boats scored in aggregate; Cruising: boats scored separately “as split” – C1, C2...). Additionally, boats earn “participation points” at the rate of ½ point for starting the race and ½ point for finishing the race (includes ZFP). Boats scored DNF retain participation points for starting only; disqualified boats (DSQ, OCS, BFD), boats retiring under RRS 44.1b, and boats scored DNS lose participation points.

16.1.2 Club points. Total of the club’s individual boat scores. In the event of a tie between clubs, the PHRF-N top finishing boat will be awarded an additional 0.25 point to break the tie.

16.2 Awards: 1st, 2nd, 3rd per Class as split. Overall: Tri-service trophy awarded to the winning club.

17 SAFETY: The decision to race or continue racing or retire rests with an individual skipper. Should prevailing or forecast conditions be questionable, the RC will be available via cell phone: **(757) 329-6992** and after 0900 on Race Common (**VHF 72**).

18 COMMERCIAL TRAFFIC:

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

18.2 Under RRS 42.3(h), a boat may use any means necessary, including an engine, to clear right of way traffic in established shipping channels, provided she does not gain significant advantage through her actions. While she is subject to protest, Rule 62.1 is modified to consider her request for redress under these circumstances.

19 IMPROPER DISPOSAL OF REFUSE: Boats observed discharging solid waste over the side are subject to protest and may be disqualified

20 RADIO COMMUNICATION: Racers will monitor **VHF 72**. Radios shall not be used to obtain navigational or weather information that is not available to the general public. Boats should monitor VHF Channel 72 during the start for recalls and any other information the Race Committee may issue. It is suggested that boats racing monitor VHF Channel 16 and the NOAA Weather Broadcasts and make contact with commercial traffic on VHF Channel 13 as appropriate to maintain safety.

21 US SAILING Prescription 55, Flags, is modified to allow display of LYC-NNSA-OPCYC club burgees and club officer flags during the race provided they do not interfere with the visibility of a boat’s race signals (class flag, protest flag, sail number, etc). The RC will issue a warning before protest to allow for correction. In addition, respectful use of the Colors/National Ensign is allowed under the same caveats.

22 DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. LYC, NNSA, and OPCYC 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.

Addendum - 2010 TSR CRUISING CLASS Sail Limitations

General Equipment Limitations

Sailboats shall race as rated with at least all the equipment and furnishings supplied as standard equipment by the manufacturer. A sailboat which has altered or removed bulkheads, permanently attached furniture, or structural interior components shall be considered a custom sailboat.

Drawers, headliners, cabinet and locker doors, steps, ladders and engine enclosures shall remain in place as supplied as standard equipment for a sailboat not to be considered a custom sailboat. Passageway doors, cushions, dining tables and carpet are specifically exempted and are alterable or removable provided all Special Regulations for Safety are met. ****EXCEPTION: A boat that otherwise meets safety requirements but does not meet ORC Category 4 requirements for lifelines may race provided all competitors wear USCG-approved personal flotation from the warning signal of the boat's start until that boat has finished racing.*

Limitations on jibs

A. No clew boards or headboards may be used on jibs.

B. Jib battens may be used only if:

1. Jib 117% LP or smaller

2. Four maximum, equally spaced between head and clew. No limit on batten length

C. Maximum size of 155% without penalty (oversize headsails must be reported during entry for handicapping).

D. Headsail sheeting to the boom is allowed provided the sheeting point is not further aft on the boom than E plus six inches. This shall be marked if such sheeting is to be used by a red band one (1) inch wide. The forward edge of the band will define the limits of the sheeting approved.

Limitations on mainsails

A. Seven battens maximum. Batten spacing shall be approximately equal between headboard and clew.

B. The maximum mainsail headboard (MH) dimension shall not exceed 4% of E or 6 inches.

C. Loose-footed mainsails are permitted only when they are the regular mainsail normally used for the sailboat.

Non-spinnaker Limitations

A. The maximum length of a spinnaker pole (whisker pole) that may be used shall be equal to J (the distance between the forestay tack and mast; the base length of the fore-triangle).

B. Headsails must meet above jib regulations. No part of the luff of a jib shall be more than 4% of the length of the luff away from the measured perpendicular to a straight line drawn from its halyard exit to the point on the sailboat to which it is tacked.

C. Only one (1) headsail may be used at a time while racing, except for cutter rigs flying headsails in the normal configuration. Two (2) headsails may temporarily be flown only during a sail change, which must be completed in a seaman-like manner

Identification on sails

Skippers are reminded that sail numbers will constitute the primary method for RC identification of individual boats. Incomplete or contradictory markings significantly hampering RC identification may be considered a violation of RRS G1.1 and subject a boat to RC protest. A boat may not protest this rule (modifies RRS 60.1).