



SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by the “rules” as defined in *2009--2011 The Racing Rules of Sailing* (USSA, ISAF).

All boats shall comply with NC Wildlife Commission, U.S. Coast Guard safety regulations, and Navigation Rules.

No ratings shall be changed after the first warning signal of the first race in the regatta.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the bulletin board located at the shelter on C Dock at Hancock Marina aboard MCAS Cherry Point.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Race Committee may make oral changes to the SI's on the water by flying code flag “L” and announcing them via VHF or verbally hailing all boats.

4 SIGNALS MADE ASHORE

Signals made ashore will be displayed at Race Headquarters.

5 SCHEDULE OF RACES

Racing for PHRF classes is scheduled as follows:

Saturday, July 10th Classes A, B, C, and D - Two (2) races

Sunday, July 11th Classes A, B, C, and D – One (1) race

Additional races may be added if time permits either day.

Scheduled times of the warning signals (time in accordance with GPS)

Saturday, July 10th 1055

Sunday, July 11th 1055

After completion of first race on Saturday, an attention signal shall be sounded to alert competitors to the start of the next race sequence.

If the race committee intends to start another race on the same day, it will display the Second Substitute (with no sound) while boats are finishing.

On Sunday, no warning signal will be made after 1300.

6 CLASS FLAGS

Class Flags and colors are defined as follows:

A **Chartreuse**

C **Pink**

B **Yellow**

D **White**

7 THE START

Races will be started by using rule 26 with the warning signal given 5 minutes before the starting signal. See Attachment A for typical start sequence.

Boats whose warning signal has not been made shall keep clear of the starting line and of yachts whose warning signal has been made.

The Race Committee may eliminate or combine starts without prior notice, depending on entries. This will be indicated by the class start flags, announced via VHF, and/or verbally hailed to each boat in affected classes.

The starting line will be between a staff or halyard displaying an orange flag on the Signal Boat at the starboard end and a yellow tetrahedron mark at the port end.

The start/finish line be set to the lee of the leeward mark.

The race committee may announce the starting sequence over the VHF working channel. Failure to hear the sequence shall not be grounds for redress.

Race Committee may hail boats that are OCS on the VHF working channel. Failure to hear the hail shall not be grounds for redress.

8 THE FINISH

The Finish line will be between a staff or halyard displaying an orange flag on the signal boat and a yellow tetrahedron mark.

9 RACING AREAS

The starting area for the PHRF course will be located in the vicinity of the Cherry Branch - Minnesott Beach Ferry crossing on the Neuse River. The course will be set either to the east or the west of the ferry route and shall not interfere with the ferry course across the river.

The PRO will determine and announce the location of the signal boat as soon as possible after the competitor's meeting. We will try to take advantage of wind conditions on the river.

10 THE COURSES

A windward/leeward course (Whiskey) or an Olympic triangular course (Tango) will be set prior to each class start that will include a numeral pennant to indicate the total number of legs to be sailed (see attachment A). Competitors must observe the course designated for their class.

Course designations will be shown using International Code Flags and Numeral Pennants from the signal boat during the starting sequence for each class. The Race Committee will attempt to broadcast the courses via VHF.

W – The course will be a windward/leeward course with the signal boat located approximately 200 yards to the lee of the leeward mark. The sequence of marks for a "W-6" course would be (start/A/C/A/C/A/finish)

T – The course will be triangular (Olympic) course with the signal boat located approximately 200 yards to the lee of the leeward mark. The sequence of marks for a “T-6” course would be (start/A/B/C/A/B/finish).

Prior to the first warning signal, the signal boat will provide the approximate compass course to the weather mark.

11 MARKS

Course marks for the PHRF courses will be 5’ orange tetrahedrons.

The starting and finishing lines will be between a staff or halyard displaying an orange flag on the signal boat at the starboard end and a 2.5’ yellow tetrahedron mark at the port end.

12 AREAS THAT ARE OBSTRUCTIONS

After finishing, all boats shall keep clear of the finish area until all classes have finished. Contestants shall not interfere with the operation of the ferries!

13 POSTPONEMENT

When the postponement flag is lowered, the next Class Warning Flag will be raised one minute later.

Race committee will cancel or postpone races based on severe NOAA weather warnings issued on VHF Channel 16 by NWS, Newport, NC.

14 TIME LIMITS

There will be a 2-hour time limit on all races.

Boats that do not finish within this time will be scored one place more than the last boat to finish in her class. (This changes rules 35 and A4.2)

If no boat has passed Mark A within 30 minutes the race may be abandoned.

15 PROTESTS AND REQUESTS FOR REDRESS

Protest forms are available at the Hancock Yacht Clubhouse. Protests shall be delivered there within the protest time limit.

For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day.

Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the HYC clubhouse.

Boats intending to file a protest should notify the race committee in the most expedient manner.

16 SCORING

The PHRF[®] handicap system scored with time-on-time and Low Point scoring system (Appendix A) will apply.

The Handicap system shall be PHRF Time-on-Time using a correction factor (TCF); *i.e.*
 $TCF = 650/(550+phrf)$

Corrected time = elapsed time x TCF.

In the event of a score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point where there is a difference the tie shall be broken in favor of the boat with the best score. This changes rule A7.

Three (3) races are scheduled. One completed race shall constitute a regatta.

For each class, if there are three or fewer races, all race scores will be included for each boat's series score. If there are four or more races, the worst finish for each boat will be thrown.

17 SAFETY REGULATIONS

Prior to the first race of each day, each boat shall check in with the race committee after the committee boat is on station by sailing past her stern and verbally identifying the sail number and name of the boat. Only the race committee can protest a boat for failure to check in.

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

18 RADIO COMMUNICATION

The Race Committee VHF hailing and working channel will be 69.

The Race Committee may announce starting sequences and countdowns via VHF radio. Failure to hear the hail shall not be grounds for redress.

The Race Committee shall monitor VHF Channel 69 at the start and finish. The RC may not be able to acknowledge radio transmissions after the starting sequence has begun, and until all classes have started.

19 PRIZES

First, second, and third place prizes will be given in each class/division.

Prizes will not be awarded until 30 minutes after the final race results are posted for competitors to review, or until after all disputes on standings have been resolved.

20 DISCLAIMER OF LIABILITY

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