

**SAIL FOR THE GRAIL**  
**Lake Arthur, PA**  
**September 14 - 15, 2019**

**SAILING INSTRUCTIONS**

**1) RULES**

- a) The regatta will be governed by current *Racing Rules of Sailing (RRS)*, except as indicated herein.
- b) All non-racing sailboats and other watercraft including board boats have right of way over racing boats. Assume that none of them know the rules of the road. All such watercraft shall be given wide latitude. Any complaint from a non-racing watercraft will subject the racing boat to disqualification.
- c) There will be two Divisions, Championship and Challenger (non-spinnaker), if five or more boats are registered for the Challenger Division.

**2) NOTICES TO COMPETITORS**

- a) Notices to competitors will be posted on the regatta bulletin board, located at the picnic pavilion at the west side of the Watts Bay boat parking area.

**3) CHANGES IN SAILING INSTRUCTIONS**

- a) Any changes in the Sailing Instructions will be posted on the regatta bulletin board before 11:30 am on Saturday and 10:00 am on Sunday.
- b) Any change in the starting time for the first race on Sunday will be posted by 5:00 pm on Saturday.
- c) Changes to the Sailing Instructions may be given orally on the water, if Code Flag "L" is displayed on the Race Committee Signal boat.

**4) SCHEDULE**

Breakfast Saturday: 8:30 am

Competitors' meeting - Saturday 10:30 am

Pick up lunches to take onboard: Immediately after Competitors' meeting

Race 1 Saturday: Warning (5 minute) signal at 11:30 am

Race 2, 3 Saturday: Back to back Races after 1<sup>st</sup> Race

Breakfast Sunday: 8:30 am

Competitors' meeting - Sunday 9:30 am

Race 4 Sunday: Warning signal at 10:30 am.

Race 4 may be a long-distance Bridge-to-Bridge race, wind permitting.

No race will start after 12:00 on Sunday.

Note: Depending upon weather conditions, this schedule is subject to change by the Race Committee.

**5) THE COURSES – SATURDAY**

- a) The racing area will be south of the Watts Bay launching area.
- b) The courses will be displayed on the stern of the Race Committee boat prior to the Warning Signal.
- c) The following courses will have a mid-beat start and finish:

"T1" Course (One Triangle): Windward – Gybe – Leeward– Finish.

"T2" Course (Two Triangles): Windward – Gybe – Leeward – Windward – Gybe – Leeward – Finish.

"O" Course (Modified Olympic): Windward – Gybe – Leeward – Windward – Leeward – Finish.

"W1" Course (Windward – Leeward once around): Windward – Offset – Leeward – Finish.

"W2" Course (Windward – Leeward twice around)

"W3" Course (Windward – Leeward three times around)

Boats shall not cross the start-finish line when sailing intermediate legs of these courses.

Courses with a mid-beat start and finish may be shortened to end races at the start/finish line by the following procedure: A race committee mark boat will display Code Flag C and a Minus Sign flag at the mark preceding the finish. The Race Committee Signal boat will display Code Flag S with two horns. This changes RRS 32.2.

The following Saturday courses will NOT have a mid-beat start and finish:

“LF” Courses (Leeward Finish) – see attached diagram.

- LF 1: One lap
- LF 2: Two laps
- LF 3: Three laps

Boats shall sail between the gate marks in the direction from the previous mark, and round either mark. If one gate mark is missing, the remaining mark shall be rounded to Port.

**6) THE COURSE – SUNDAY – BRIDGE-TO-BRIDGE** (weather permitting)

- a) The course for the Bridge-to-Bridge race will be described at the skippers' meeting on Sunday.

**7) VHF RADIOS**

- a) As a courtesy, the Race Committee will use Channel 77 to provide information to competitors. After the starting signal, the Race Committee will attempt to hail boats that are OCS and boats that have not complied with RRS 30.1. The delay of such hails, the order of hailing, the lack of a hail, or failure of a competitor to hear such a hail shall not be grounds for redress. This changes RRS 62.1(a).

**8) MARKS**

- a) The windward mark will be a reddish orange shape, and the offset mark for the “W” and “LF” courses will be a smaller orange shape.
- b) The gate marks will be yellow shapes.
- c) The start/finish mark will be a red flag mounted on a staff, or an orange flag in an anchored race committee boat, at the port end of the line.
- d) For the Bridge to Bridge race, the finish mark will be a yellow shape.
- e) In the event of a course change per RRS 33, the new mark will be a small yellow tetrahedron. The offset mark will not be reset if the course is changed.

**9) THE START**

- a) Races will be started in accordance with RRS 26.1 System 2. The starting order will be Challenger, then Championship. The Warning Signal flag for the Challenger Division will be a flag with the letter “O.” The Warning Signal flag for the Championship Division will be a Flying Scot logo flag.
- b) The starting line will be between an orange flag on a staff on the Race Committee boat and the starting mark.
- c) Before the Warning signal for the first race each day, each boat shall sail past the stern of the Race Committee boat and hail her sail number which will be acknowledged by the Race Committee. A boat failing to do so will be notified of her failure and for subsequent infringement, will be scored "Did Not Start".
- d) Boats whose Warning signal has not been made shall keep clear of the starting area and of all boats whose Warning signal has been made.
- e) A boat that does not start within four (4) minutes after her starting signal or will be scored DNS without a hearing. This changes RRS 26.
- f) Prior to each start, as a courtesy, the Race Committee will sound about six short horn blasts to alert competitors that a starting sequence is about to begin. This does not apply to starts after an abandonment, postponement or general recall, in which case the sequence will begin one minute after lowering the corresponding flag. (Those flags will be lowered with one horn.)

**10) RECALLS**

- a) As a courtesy only, the Race Committee will attempt to notify individuals who start prematurely by calling sail numbers. The committee is under no obligation to guarantee notification. Failure by the Race Committee to make notification, or failure of a boat to receive notification, or the order of notification, will not be grounds for redress.

**11) THE FINISH**

- a) The finishing line will be between an orange flag on a staff on the Race Committee Signal boat and the nearby finishing mark.

**12) TIME LIMIT**

- a) Except for the Bridge-to-Bridge race, the time limit will be 30 minutes for the first boat to reach the first mark and 90 minutes for the first boat to finish. If either time limit is not met, the race will be abandoned.
- b) Boats not finishing within 30 minutes of the first boat will be scored the number of points as the last boat finishing within the time limit plus two points. This changes RRS 35.
- c) If boats far behind are delaying the start of a subsequent race, the Race Committee may terminate the race and score such boats at their position when the race is terminated.

**13) PROTESTS**

- a) A boat intending to protest shall notify the Race Committee boat immediately upon finishing, or at the first reasonable opportunity, giving them her sail number and the sail number(s) of the boat(s) she is protesting. If unable to finish, notification shall be given at the first reasonable opportunity after returning to shore. This changes RRS 61.
- b) Protests shall be written on forms available at the registration table and lodged with the Race Committee within one-half hour after the Race Committee boat docks. Protests will be heard by a committee designated by the Race Committee in the approximate order they are received. The time of the hearing will be determined by the committee chairman.

**14) SCORING AND TROPHIES**

- a) The Low Point Scoring System, RRS A2 will apply except that each boat's total score will be the sum of her scores for all races.
- b) One race shall be completed to constitute a series.
- c) Trophies will be awarded to the top five Championship Division boats and to the top three Challenger Division boats.
- d) If fewer than five boats elect the Challenger Division, all boats will race in one Division and the three Challenger Division trophies will be used as Mid-Fleet trophies for the Championship Division.
- e) The Mid-Fleet trophy will be awarded as follows: The top Mid-Fleet position will be determined by dividing the total number of boats starting all races by two, and rounding up if necessary.
- f) For the Championship Division, only skippers who are FSSA members are eligible to win trophies.

**15) SAFETY**

- a) Boats shall have all required safety equipment (life jackets, throwable, anchor with rope, whistle or horn, and paddle). A bow bag and at least one transom port are also required by the FSSA Specifications.
- b) A boat retiring from a race or electing not to sail in a subsequent race shall notify the Race Committee either upon leaving the course or, if that is impossible, as soon as possible upon arriving ashore.
- c) It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a life jacket and to otherwise provide for his or her own personal safety. The Race Committee will make no signal requiring life jackets.
- d) Competitors participate in this regatta entirely at their own risk. See RRS 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.

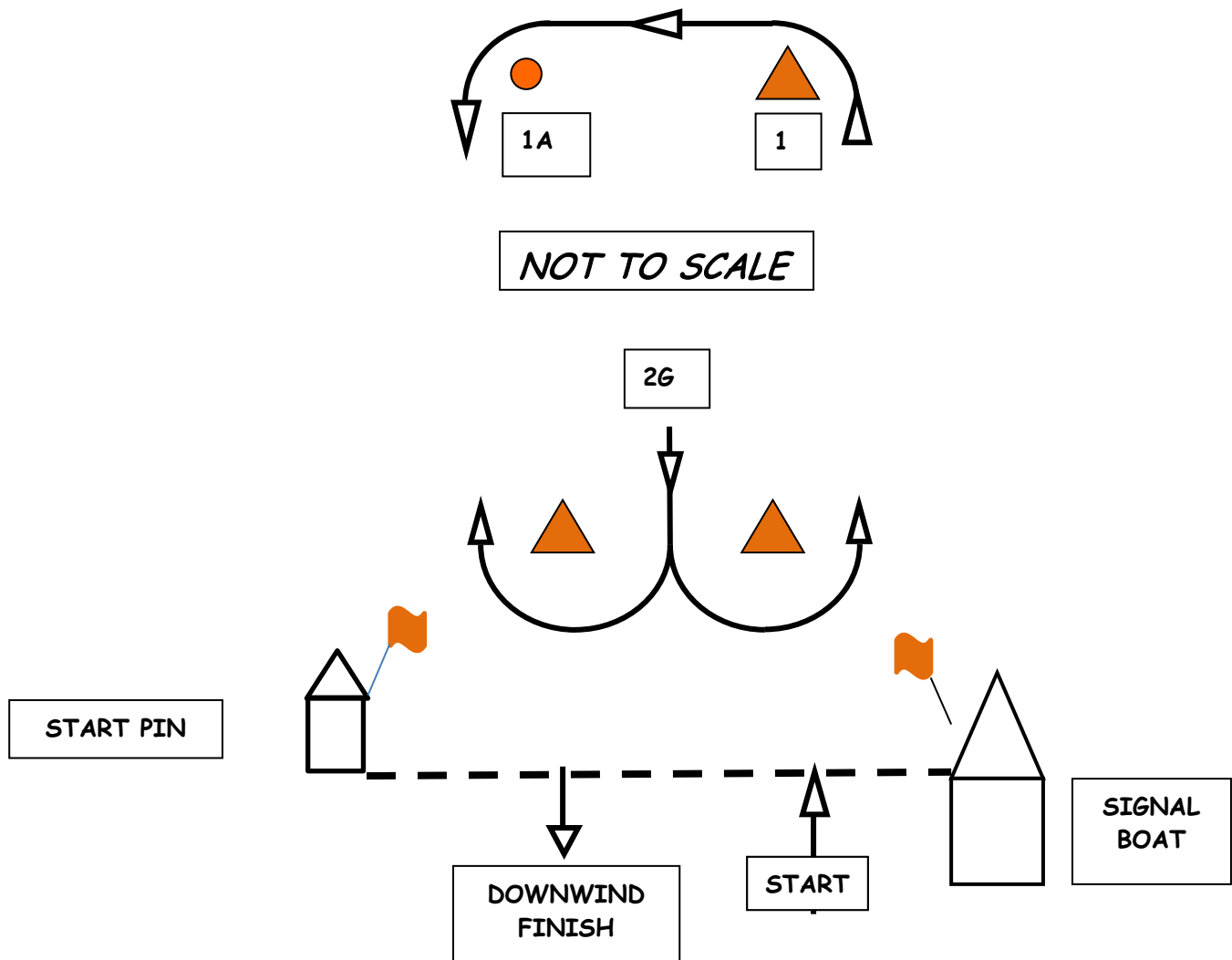
**16) REGATTA CREW SUBSTITUTIONS**

- a) The skipper and number of crew shall remain unchanged.
- b) A request to substitute crew members (of similar weight and experience) must be approved by a majority of the skippers at the skippers' meeting prior to the scheduled start of the race in which the substitution will occur.

Revision 6-29-19

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## LEEWARD FINISH (LF) COURSE DIAGRAM WITH GATES



**COURSE LF 1: START - 1 - 1A - FINISH (IGNORE THE GATE MARKS)**

**COURSE LF 2: START - 1 - 1A - 2G - 1 - 1A - FINISH**

**COURSE LF 3: SAME AS LF 2, BUT 3 LAPS INSTEAD OF 2 LAPS**

**NOTE: THIS DIAGRAM IS SCHEMATIC ONLY.**