

# Sailing Instructions

## 2024 Hardheads Bolivar Rig Run

### 1. RACING RULES

The regatta shall be governed by: The Racing Rules of Sailing (RRS 2021-2024); the individual class rules of the classes sailing (except as any are altered by these sailing instructions); the Notice of Race (except as altered by these sailing instructions); and by these Sailing Instructions.

### 2. RESPONSIBILITY OF ENTRANT

While the race organizers have made and continue to make reasonable effort to establish safety parameters through the use of strictly enforced rules, equipment requirements and entry qualifications, the safety of each entrant is the sole and inescapable responsibility of each team member to decide whether to start or to continue to race this event. And each participant in this event is solely at their risk.

See RRS 3 Decision to Race.

### 3. COURSES

Rig course and Wreck course with mark coordinates are shown in Attachment A

### 4. REQUIRED EQUIPMENT

- 4.1. LIFE PRESERVERS, One (1) certified personal floatation device capable of supporting their full weight shall be worn by each person on board while racing.
- 4.2. MOBILE PHONE in a waterproof bag. Batteries should be fully charged.
- 4.3. TOW LINE min. 30ft long

### 5. RECOMMENDED EQUIPMENT

- 5.1. HAND HELD MARINE VHF RADIO manufacturer rated "Submersible" or in waterproof bag with lanyard. Batteries should be fully charged. It is highly recommended that one be secured as personal gear to each sailor.
- 5.2. GPS manufacturer rated "Submersible" or in waterproof bag with lanyard. Batteries should be fully charged.
- 5.3. KNIFE - each sailor should carry a knife or cutting device as personal gear which is to be used for self-rescue purposes.

### 6. EQUIPMENT INSPECTION

- 6.1. There will not be an inspection of all required equipment before the start of racing.
- 6.2. A team found without the REQUIRED safety equipment shall not be allowed to start until the violation is corrected.
- 6.3. Violation or infringement of Rule 4 result in a thirty (30) minute penalty added to the team's corrected time.
- 6.4. Loss or use of required equipment due to an emergency shall not be a violation of these Rules.

## 7. COMMUNICATION WHILE RACING

- 7.1. The sailing team, while racing may communicate with anyone without restriction or penalty if they are in distress.
- 7.2. The race committee will be monitoring VHF radio channel 68.

## 8. PROPULSION

- 8.1. When starting in surf and until clear of the surf line the boat's crew may propel their boat by pushing, pulling or paddling using the hands and/or feet and/or small or folding oars or similar devices provided that this action is to exit the surf and not gain advantage by moving parallel to the beach.
- 8.2. After clearing the surf line and before re-entering the surf line a boat shall be propelled only by the natural action of the wind on the sails, spars and hulls, and water on the hulls.
- 8.3. Violation of this Rule shall result in a 30 minute penalty added to the team's corrected time.

## 9. STARTING PROCEDURE

- 9.1. All boats shall start Le Mans style off the beach. The starting line will be defined by poles with Orange flags at each end. Boat position along the line shall be on a first come basis.
- 9.2. Boat position relative to the starting line shall be determined by the boat hulls clearly behind the line and not sails or spars.
- 9.3. A fifteen (15) minute starting sequence shall be used starting at 11:50 with 5 minutes between flags. Flags will be displayed for 4 minutes with no sound when lowered. This changes RRS 26. (An "attention" sound signal will be made approximately one minute before the sequence start).
  - White warning flag up at 15 minutes
  - Blue preparatory flag up at 10 minutes
  - Red start flag up at 5 minutes – Start for Wreck Course (12:00)
  - Green start flag up at 0 minutes – Start for Rig Course (12:05)
- 9.4. A horn may sound when flags are raised. Failure of a sound is not grounds for redress.
- 9.5. Location of signal flags and horn will be announced at skipper's meeting.
- 9.6. Each class is timed from the starting signal for their start.
- 9.7. A team "over early" (OCS) may be penalized ten (10) minutes added to their corrected time. No signal or verbal identification will be made for boats OCS.

## 10. FINISH LINE

- 10.1. The finish line will be located on the beach as close to the surf as reasonable and marked at each end by poles with Orange flags.
- 10.2. Surf and/or tide conditions may require the finish line to be repositioned from time to time in an effort to maintain the line relative to the waterline.
- 10.3. A team shall be scored as a finisher when any part of the boat hull(s) crosses an imaginary line between the finish line poles. Skipper and crew must still be in contact with the boat to be properly finished.
- 10.4. A boat may make contact with the pole marking the finish line with no penalty except; if this contact causes the pole to be repositioned then the boat shall return seaward of the finish line and then finish properly.

## 11. SPECIAL SURF RIGHT OF WAY

- 11.1. When arriving at the finish:
  - (a) a boat in the surf zone and sailing its proper course (as defined in this section) shall have right of way over a boat not in the surf zone.
  - (b) the arriving boat is the burdened boat and shall stay clear and give way to boats ahead and on the beach.
  - (c) a boat shall immediately clear the finish line after being recorded.
- 11.2. When starting and until clear of the last breaking wave a boat shall sail a course as direct out of the surf as possible (referred to as the “proper course” for this Rule). A boat that alters course from the proper course may do so at its own peril provided that it gives way to other boats on a proper course.
- 11.3. The surf zone is defined as the trapezoidal area extending outward 45deg from each end of the finish line seaward to the last breaking wave.
- 11.4. While in the surf zone, a boat’s proper course is defined as the most direct route which will arrive on the beach in the shortest amount of time.
- 11.5. When arriving at the surf zone and until beached a boat shall sail its proper course. A boat that alters course from its proper course may do so at its own peril provided that it gives way to other boats on their own proper course.
- 11.6. When two boats arrive simultaneously in the surf zone, the Racing Rules of Sailing apply.

## 12. FINISHING / SCORING

- 12.1. SCHRS (Small Catamaran Handicap Rating System) for multihulls will be used for adjusting time.
- 12.2. To qualify and be scored as a finisher of the race, a team shall:
  - (a) sail a proper course in accordance with these Rules.
  - (b) cross the finish line by 5pm or, two hours after the first boat in their class crosses the finish line within the time limit, whichever is later.
  - (c) conduct itself in accordance with these Rules.
- 12.3. The class winner and position in class will be determined based upon lowest SCHRS corrected time including assessed penalties and redress time.

## 13. LAUNCHING / BEACHING ASSISTANCE

- 13.1. Launching and beaching a boat through the surf is an integral part of the race
- 13.2. A team that capsizes and/or experiences an emergency in the surf may accept assistance without penalty.

## 14. DISTRESS – RENDERING ASSISTANCE

- 14.1. Nothing in these Rules is intended to discourage or penalize any sailing team for altering course either to render assistance or to determine if assistance is necessary. A sailing team that renders assistance or alters course to determine if assistance is needed shall:
  - (a) be awarded a time adjustment equal to at least the amount of time required to perform such actions.
  - (b) As much as practical, note the amount of time necessary for such actions.
  - (c) requests for redress shall be IN WRITING, signed by a team member and submitted to the PRO within one hour of the team’s arrival at the finish.

- 14.2. A sailing team in distress that receives assistance:
- From another sailing team shall not be penalized.
  - From anyone other than another sailing team shall be disqualified.
- 14.3. Failure by a sailing team to render assistance shall result in a time penalty as described in Rule 16.2.
15. **START DELAY OR CANCELLATION**  
At the sole discretion of the Organizing Authority and PRO, the start may be delayed or the entire race canceled. The start can be delayed up to 1400.
16. **PENALTIES**
- 16.1. RRS Rules 44.1 will be in effect after clearing the surf line at the start and before entering the surf line at the end. However, the rule shall be changed to a One-Turn penalty for all rule infractions.
- 16.2. A team may be assessed a time penalty as determined by the Principal Race Officer or Protest Committee or disqualified for violating any of these rules.
17. **PROTESTS**  
Protests shall be IN WRITING, signed by a team member and submitted to the PRO within one hour of the protesting team's arrival at the finish.
18. **PRINCIPAL RACE OFFICER AUTHORITY**
- 18.1. The PRO, at his sole discretion, and beyond protest, has full and complete authority to enforce these Rules and further may specify or impose penalties resulting from any protest or rule infraction.
- 18.2. The PRO may at his sole discretion appoint Judges, Panels, and/or Protest Committees as aid toward attaining resolution or determining penalties.
19. **APPEALS**  
All rulings and decisions by the PRO are final and shall not be subject to appeal.
20. **RELEASE WAIVER / ENTRY FORM**
- 20.1. It is a Mandatory Condition of Entry that all team members shall execute a Release Waiver (part of the Entry Form) before participating in this event.
- 20.2. This Waiver states in part that the team member (signer) has read and fully understands these Rules and that as a condition of their participation in this race they fully and without reservation agree that:
- (a) they shall make every possible effort to comply with these Rules.
  - (b) any violation or infringement of these Rules, willful or otherwise, shall be subject to the penalties as set forth in these Rules.
  - (c) their participation in this event is at their own risk, and nothing in these Rules, implied or otherwise, shall reduce or absolve them of their **SOLE AND INESCAPABLE RESPONSIBILITY** for their own safety and well being during this event, see RRS 3 Decision to Race.

# Attachment A

## Course Diagrams

