

**Ides of March**  
**March 8-9, 2025**

**TCDYC**

**Division VI**

# **SAILING INSTRUCTIONS**

**Amendment 1:**

- Correct date
- SI 15.2: Tetrahedron color

## **1. RULES**

The regatta shall be governed by the “Rules” as defined in 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 published for this event; and by these Sailing Instructions.

## **2. SAFETY**

- 2.1. **GENERAL:** Notwithstanding anything in these Sailing Instructions, it is the personal responsibility of each competitor to sail safely and to wear a Personal Flotation Device (PFD) approved by USCG. If wind, wave, or water conditions make you doubtful of your ability to handle the conditions, notify Race Committee and retire from the race.
- 2.2. **DECISION TO RACE:** By registering for this event, skipper, crew, and support team agree to adhere to **RRS 3** which states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.”
  - 2.2.1. 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.**

- 2.3. **ELECTRICAL POWER LINES - AVOID!!!** Before raising the mast, and ALWAYS while sailing, check for and avoid low overhead electrical power lines. When launching from shore, docking, or landing, check for and avoid low overhead power lines. If you see a power line, AVOID IT! A MAST COMING IN CONTACT OR EVEN NEAR AN ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH TO PEOPLE ON OR TOUCHING THE BOAT!

## **ELIGIBILITY AND ENTRY**

- 2.4. **ENTRY FORMS:** Each entry shall complete an entry form on Regatta Network prior to racing. Incomplete forms will not be accepted.
- 2.5. **SAIL NUMBERS:** Sail numbers shall match the entry form and be readable from both sides of the sail. Race Committee is not responsible for accuracy due to non-matching sail numbers.

### **2.6. RATINGS:**

- 2.6.1. The ratings will be taken from the [SCHRS](#) Ratings tables. (Latest published by SCHRS). SCHRS will normally be used as a basis for corrected time unless noted in the NOR.
- 2.6.2. When any modification to a boat has been made, the boat owner shall submit all required documentation to the race committee for a provisional rating. All documentation must be provided prior to the day of the regatta start. The SCHRS ratings calculator will be used to determine a provision rating for the regatta. A boat that starts without an assigned rating will not be scored for any races
- 2.6.3. If a boat does not have a published rating, the owner shall advise the Registration/Race Committee in writing. The Race Committee shall assign a rating based on the information supplied by the owner of said boat to be entered into the SCHRS rating calculator. It is the responsibility of the owner to secure a rating from the Race Committee. A boat that starts without an assigned rating will not be scored for any races.
- 2.6.4. Any appeal to the posted rating shall be submitted in writing to the Race Committee prior to the start of racing on Sunday. The Race

Committee shall review and approve/disapprove any rating change request prior to the first posted race results. NO revisions to the rating will be made after this time.

### **3. CHANGES IN THE SAILING INSTRUCTION / NOTICES TO COMPETITORS**

- 3.1. LOCATION: The location of the Official Regatta Notice Board will be at [NOTICE BOARD](#)
- 3.2. CHANGES: Changes in the Sailing Instructions will be posted on the Official Regatta Notice Board one hour before the first race on the day the change takes effect. Schedule changes will be posted by 8:00 p.m. the previous day.

### **4. SCHEDULE OF RACES AND EVENTS**

- 4.1. STARTING TIME: The planned time of the Warning Signal for the first race of each day is announced in the event Notice of Race. No Warning Signal shall be made after 2:00 PM on the last day of racing.

### **5. DESCRIPTION OF MARKS**

- 5.1. Buoy Course Marks shall be 8' Orange tetrahedrons as well as Start/Finish marks.
- 5.2. Distance marks shall consist of an 8' Orange tetrahedron, 2 islands (Island 1 & Island 3) and Start/Finish marks.
- 5.3. BARGING BUOY: A barging buoy may be set behind the signal boat where it and it's tether is an extension of the starting boat or a mark of the course.

### **6. RACE STARTS AND STARTING SEQUENCE**

- 6.1. CLASSES: Classes are determined and set in [Regatta Network: Current Registrants.](#)
- 6.2. STARTING SIGNALS: The starting signals shall be in accordance with RRS 26.
  - 6.2.1. It is anticipated that the warning signal for each succeeding class be made with the starting signal of the preceding class.
- 6.3. RACE SEQUENCE: The first race of each day shall have the following starting order\*.

Order for first start of day	Class	Class flag color
1 <sup>st</sup> Start	NS-B	Green
2 <sup>nd</sup> Start	H-17 & Wave	Red
3 <sup>rd</sup> Start	NS-A	Light Blue
4 <sup>th</sup> Start	A-Class & Spin	Yellow

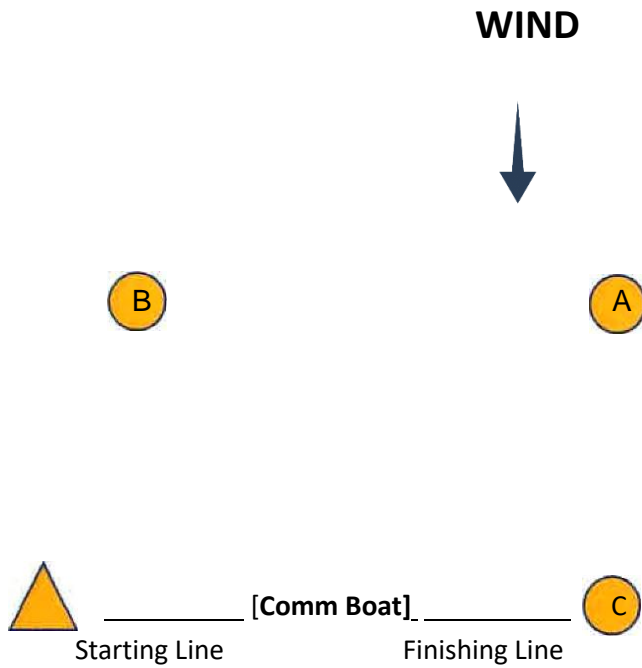
\*Subsequent races for the day may not follow the same order.

#### SIGNALS MADE ASHORE:

- 6.3.1. When signals are made ashore, they shall conform to RRS "Race Signals" and their location ashore will be announced at the initial Skippers' Meeting and posted on the Official Regatta Notice Board.
- 6.3.2. When "AP" is signaled ashore, the Warning Signal shall not be less than 30 minutes after "AP" is lowered.
- 6.3.3. Race Committee may use numeral pennants to communicate predicted number of hours from scheduled starting time; per Race Signals of the RRS.
- 6.4. Catamarans whose preparatory signal has not been made shall keep clear of the starting area and of all catamarans whose preparatory signal has been made.
- 6.5. A catamaran shall not start later than 10 minutes after her starting signal.

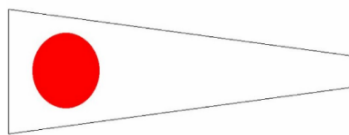
## 7. THE COURSE

### 7.1. Course Schematic **Buoy Course:**



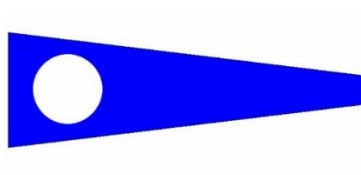
**Angles between marks and distances are schematic only.**

### BUOY COURSES:



Numeral Pennant #1

Start – A – C – A – Finish



Numeral Pennant #2

Start – A – B – C – A – Finish

- 7.1.1. All marks for Buoy Course shall be rounded to port.
- 7.1.2. The RC may tweak the course during a race, to maintain a fair racecourse, no more than 0.1nm or 10 degrees without signaling a course change. This changes RRS 33.

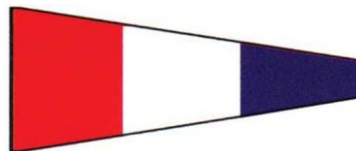
7.2. **DISTANCE COURSE:**

7.2.1. The Distance Course marks to be sailed using the marks in Attachment #1.

7.2.2. Mark order for Distance:

- Start between Signal Boat and Start mark
- Round Orange Tetrahedron to port
- Round Island 1 to Port
- Round Island 3 to Port
- Round Orange Tetrahedron to Starboard.

7.2.3. For the distance race(s) on Sunday:



Numeral Pennant #3  
One Lap



Numeral Pennant #4  
Two Laps

7.3. **COURSE CALLED:** The course to be sailed shall be displayed on the Race Committee signal boat before, or closely following the Warning Signal for each fleet.

7.3.1. **Saturday**, all boats shall sail the course displayed with a number flag identified in SI 7.1 – BUOY COURSES.

7.3.2. **Sunday**, whether boats will sail the BUOY COURSE or DISTANCE COURSE will be notified at the Saturday Skipper's Meeting.

## **8. START LINE OBSTRUCTION**

- 8.1. The Start Line shall rank as an obstruction for fleets previously started while other fleets are starting and in sequence until after the last fleet has successfully started.

## **9. RETIRING FROM A RACE**

- 9.1. NOTIFY THE RACE COMMITTEE: A boat, which retires from a race, shall notify the Race Committee either before leaving the course area or upon arriving at shore. Failure to do so may lead to disqualification from the regatta and from denial of entry to future events.

## **10. ALTERNATE FINISHES, TIME LIMIT, AND RACE VALIDITY**

- 10.1. SHORTENING OR ABANDONING AFTER THE START: Courses may be shortened or abandoned at the Race Committee's discretion in accordance with RRS 32.
- 10.2. TIME LIMIT: No race time limit is scheduled. The Race Committee may abandon a race at its discretion in accordance with RRS 32.
- 10.3. FINISHING ON THE WATER: When approximately half of the boats of a one-design class have rounded the last mark, the Race Committee may finish the balance of the boats at the last mark or on the course. The Race Committee determines the method of finishing and the finish positions awarded each boat.

## **11. PROTESTS**

- 11.1. PROTEST TIME LIMIT: Protests shall be written on regatta supplied protest forms or reasonable equivalent. Protests shall be filed with the Race Committee or with the Protest Committee within one-half hour (0.5 hr.) after the Race Committee boat arrives in the harbor or dock as signaled by an audible blast following the last race of the day. The protest committee may extend the protest time at their discretion. This modifies RRS 61.3.
- 11.2. SIGNALING A PROTEST: A boat protesting another boat shall follow RRS 61.1 (a) with the following provisions and modifications:
  - 11.2.1. All boats, regardless of hull length shall hail "Protest" and but are not required to display a red flag even if longer than 6 meters. This modifies RRS 61.1 (a)(2)
  - 11.2.2. The definition of the "first reasonable opportunity" for hailing "Protest" is IMMEDIATELY following the incident.
  - 11.2.3. Notify the Race Committee signal boat of intent to protest when finishing is recommended so they will know to a protest may be filed

after racing is concluded. If unable to finish, notify the Race Committee upon reaching shore that you did not finish and of your intent to protest.

## **12. ALTERNATE PENALTIES**

- 12.1. One-Turn RULE: (This modifies RRS rules 44.1 and 44.2.) A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident. Her penalty shall be one-Turn Penalty in either direction, including a tack and gybe in the same direction.

## **13. SCORING**

- 13.1. METHOD: Low Point Scoring System as written in RRS Appendix A.
- 13.2. THROW OUT RACES: Provided there are four or more races in a regatta, there will be one throw out race allowed in the scoring.
- 13.3. PENALTIES AND SCORING PENALTIES: As described in RRS Appendix A except that DNF shall be scored the number of finishers plus one (1). This changes RRS rule A4.2.
- 13.4. One race shall be completed to constitute a regatta.
- 13.5. All scoring penalties may be thrown out if a throw out race is allowed except DNE. This penalty may be awarded by the protest committee for equipment violations, unsportsmanlike conduct, abusive profanity, fouls causing injury, material prejudice, or serious damage. Awarding a DNE does not preclude the protest committee taking action under RRS Section C - Misconduct, Rule 69.
- 13.6. RRS A8.2 is changed to read; If a tie remains between two or more boats, they shall be ranked in order of their total corrected time.

## **14. SPECIAL NOTES**

- 14.1. QUESTIONS: No questions will be answered by the Race Committee on the water.
- 14.2. OBSTRUCTIONS: Mark boats, rescue/chase boats, control boats, and line sighting boats shall rank as obstructions.
- 14.3. ASSISTANCE: Any boat receiving "hands on" assistance from rescue/chase boats will be scored DSQ. The Race Committee may decide when a boat or crew needs assistance.
- 14.4. EQUIPMENT: Trapezes are permitted. Modifies RRS 49.1

## **15. COMMUNICATIONS**

- 15.1. The RC will monitor VHF Channel 68 while on the water.
- 16.2 Boats may use RaceQs, YoNav or equivalent tracking software for post-race analysis only.



16.3 Race Committee PRO, Roger Howard, may be contacted via cell phone: **409.770.4026**