



**2025**

## **DDS&A Cup Regatta Harbor 20 Class Boats**

**May 3-May 4, 2025**

**Hilton Head Island, South Carolina**

**South Carolina Yacht Club is the Organizing Authority**

### **Sailing Instructions (SI)**

(Version 20240503)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

#### **1 Rules**

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing 2025-2028 including the NOR for this event.

#### **2 Changes to Sailing Instructions**

2.1 Any change to the Sailing Instructions shall be posted 24 hours prior to the day it will take effect, including any changes to the schedule of races.

2.2 Changes to a sailing instruction may be made on the water by hail via VHF radio from the Signal Boat under code flag "L" in accordance with RRS 90.2 (c). Changes shall be made before the warning signal.

#### **3 Communication**

3.1 VHF Channels for the DDSA/Harbor 20 course will be 72.

#### **4 Code and Conduct**

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

#### **5 Signals Made Ashore**

5.1 Signals made ashore will be displayed from the Club flagpole on the harbor side of the clubhouse.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

#### **6 Schedule of Races**

6.1

Date	DDSA/Harbor 20 Course (Harbor 20, One Design) 1 <sup>st</sup> Warning
Saturday May 3, 2025	11:00 AM
Sunday May 4, 2025	10:30 AM

6.2 The Race Committee will run as many races as is practicable each day.

6.3 No warning signal will be made after 1500 on Sunday.

6.4 Awards: Sunday May 4, 2025 after racing, protests and scoring are completed, at the SCYC Pool Bar area. Complimentary wings.

#### **7 Class flags**

7.1 DDSA/Harbor 20 Course

7.1.1 Harbor 20 will use Harbor 20 flag or Numeral Pennant 1.

7.1.2 Other one-design dinghies will use Numeral Pennant 2.

## **8 Racing Area**

8.1 The racing area will be in Calibogue Sound near Windmill Harbour, Hilton Head Island, South Carolina or, if conditions require, farther south in Calibogue Sound.

## **9 Courses**

9.1 The courses to be sailed by DDSA/Harbor 20 classes may be windward/leeward with a mid-leg start (MWL) with the leeward gate marks behind the Signal Boat and upwind finish or windward/leeward (WL) races with the leeward gate marks in front of the Signal Boat and a downwind finish using dropped marks. The course to be sailed and the number of laps will be posted on a white board displayed on the signal boat (See SI Attachment A) and announced on the designated VHF radio channel.

9.2 If one of the leeward gate marks is not present, the single leeward mark is to be rounded to port.

## **10 Marks**

10.1 The starting and finishing mark for the Harbor 20 and other one-design classes will be a red round buoy.

10.2 Turning marks and gate marks for the DDSA/Harbor 20 Course will be 3-foot round orange buoys.

10.3 The optional windward offset marks will be small round (white) buoy.

## **11 The Start**

11.1 Races on the DDSA/Harbor 20 Course will be started using RRS 26 with the warning signal Five (5) minutes before the starting signal.

11.2 The starting line will be between an orange flag on a halyard or staff on the Signal Boat at the starboard end of the line and the course side of a round mark at the port end.

11.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to hail her sail number via VHF radio. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

11.4 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## **12 Change of the Next Leg of the Course**

12.1 Course Changes for DDSA/Harbor 20 can be made by VHF Radio. (Channel 72)

12.2 For the DDSA/Harbor 20 Course to change the next leg of the course:

12.2.1 The race committee will move the original mark or the finishing line to a new position.

12.2.2 Also, the marks of the next leg may be adjusted up to plus or minus 25 degrees to accommodate wind shifts with no mark change signals or sounds required. This changes RRS 33.

## **13 The Finish**

13.1 The finishing line is between a halyard or staff displaying a blue flag on the port side of the Signal Boat at the starboard end and the course side of the port end finishing mark

13.2 In the interest of starting another race in a timely fashion, the Race Committee may assign a finish position to the last finisher(s) in a one design division provided that the position(s) can be determined in a reasonable manner. This changes RRS Appendix A.

## **14 Penalty System**

14.1 For DDSA/Harbor 20 Course, rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty except for breaches of rules in Part 2 in the zone at a mark.

## **15 TIME LIMITS**

15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Course	Mark 1 Time Limit	Race Time Limit	Finishing Window
DDSA/Harbor 20	25 minutes	60 minutes	20 minutes

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 If no boat has finished within the Race Time Limit, the race will be abandoned.

15.4 The Finishing Window is the time for boats to finish after the second boat in a fleet sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored TLE at the time the Finishing Window has expired. See TLE scoring under **SI 17**. This changes RRS 35, A5.1, A5.2 and A10.

## 16 Hearing Requests

16.1 A boat intending to protest shall notify the Race Committee of its intention and the identity of the protested boat(s) as soon as possible after finishing. This changes RRS 61.

16.2 The hearing request time limit is 45 minutes after the Signal Boat for that boat's course has docked. The docking time and end of protest time will be posted on the official notice board.

16.3 Hearing request forms are available from the front desk in the SCYC clubhouse.

16.4 A request for redress or reopening based on a Protest Committee decision shall be made no later than 30 minutes after the requesting party was informed of the decision. This changes rule 62.2 and 66.2.

16.5 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held upstairs in the SCYC clubhouse.

## 17 Scoring

17.1 One race is required to be completed to constitute a series.

17.2 The Low Point System of Appendix A of *The Racing Rules of Sailing* will be used except that

(a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.

(b) When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17.3 TLE will be scored as Number of boats finishing in a fleet + Number of boats scored TLE/2 in the same fleet. The total shall not exceed the total number of boats entered in the class.

## 18 Safety Regulations

18.1 [DP] Boats shall comply with local law enforcement safety requirements and respective class rules.

18.2 [DP] [NP] Prior to the first starting sequence each day, each boat shall come within hail or the race committee signal boat on starboard tack and hail its sail number. The race committee will acknowledge check-in by repeating the sail number.

18.3 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity on the designated VHF radio channel.

18.4 [DP] [NP] All boats shall keep clear of commercial vessels that are restricted in their ability to maneuver, including tugs with or without barges, ferries, and cruise ships.

18.5 In accordance with RRS 42.3(i), a boat that runs aground, or in low wind velocity conditions is unable to avoid an oncoming commercial vessel, may use its engine to get clear provided the boat does not gain a significant advantage in the race or make forward movement on the course by doing so. A boat that uses its engine in accordance with this SI shall complete a one-turn penalty after shutting off its engine.

## 19 Trash Disposal

19.1 [DP] No trash shall be discharged into the water. Trash shall be kept on the boat and disposed of properly onshore.

## 20 Prizes

Prizes will be awarded at an awards presentation following the completion of racing and resolution of any hearing requests as soon as practicable on Sunday, May 4, 2025 on SCYC Pool deck.

**21 . RISK STATEMENT**

21.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ 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.

21.2 As a condition of their participation in this regatta, competitors release all claims they may have against South Carolina Yacht Club and its officers, directors, members, committees, employees and race officials for damage to property, personal injury or death sustained in conjunction with or prior to, during or after the regatta.

21.3 Competitors shall be responsible for damage or injury caused by their breach of *The Racing Rules of Sailing* or applicable governmental rules for the avoidance of collision.

**22 Insurance**

**23** Each participating boat shall be insured with valid third-party liability insurance with an appropriate amount of coverage of per incident or the equivalent.

**Further Information**

For further information, please contact Mark Newman, Yachting Director, South Carolina Yacht Club, 10 Yacht Club Drive, Hilton Head, South Carolina 29926

E-mail: [mnewman@scyachtclub.com](mailto:mnewman@scyachtclub.com) Telephone: (843) 342-2628.

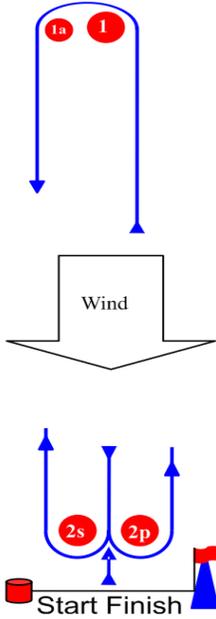
PRO DDSA/Harbor 20 Course: Jeff Doyle

**SI Appendix A Dropped Mark Courses**

**COURSE MWL**

	<b>Mid-Leg Windward/Leeward with Upwind finish, optional gate and optional windward offset mark 1a.</b>	
	<b>Possible courses</b>	
	<b>Classes</b>	<b>Mark Rounding Order</b>
	<b>MWL1</b>	Start-1-1a-2s/2p-Finish
	<b>MWL2</b>	Start-1-1a-2s/2p-1-1a-2s/2p-Finish

**COURSE WL**

Course	Description		
	<p><b>Windward/Leeward with Downwind finish, optional gate and optional windward offset mark 1a.</b></p>		
	<p><b>Possible courses</b></p>		
	<p><b>Signal</b></p>	<p><b>Mark Rounding Order</b></p>	
	<p><b>WL1</b></p>	<p>Start-1-1a-2s/2pFinish</p>	
	<p><b>WL2</b></p>	<p>Start-1-1a-2s/2p-1-1a-2s/2p-Finish</p>	