

Wadawanuck Regatta



Organizing Authority: Wadawanuck Club, Stonington CT SAILING INSTRUCTIONS

(version 1.1)

The notation '[DP]' means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation [NP] in a rule in the SI means it shall not be grounds for protest by a boat.

1. RULES

- 1.1 The regatta will be governed by The Racing Rules of Sailing (RRS).
- 1.2 Attachments and supplements are part of these sailing instructions.
- 1.3 No competitor shall use, either on or off the water, alcoholic beverages (beer, wine or distilled spirits), nicotine products, or use any controlled substance (marijuana, cocaine, etc.) the possession of which is unlawful. This prohibition is in effect during the entire event, from date and time of arrival through date and time of departure from the venue. Penalties for a violation of the prohibition may range from a reprimand to dismissal from the regatta. A hearing may be held in accordance with the RRS.
- 1.4 RRS are changed as follows:
- 1.5 Boats that race before completing the entry procedures described in the NOR will be scored Did Not Compete for such races, without a hearing. This is added to RRS 63.1, A4 and A5.

2. COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted on the official notice board which is located online at the regatta webpage on Clubspot.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted before 1130 on the day they take effect, except that any change in the schedule of races will be posted by 1900 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the signal mast located on the Wadawanuck Club grounds.

- 4.2 Flag AP displayed ashore means races are postponed. The first warning signal will be made not less than sixty (60) minutes after the AP displayed ashore is lowered. This changes the RRS Race Signals AP.
- 4.3 [NP] Boats shall remain on shore until a sound from the signal mast has been made with the display of code flag D and associated class flag(s). Violating this SI may result in a DSQ.
[DP]

5. SCHEDULE OF RACES

Event Schedule

1030-1130 Regatta check-in

1100-1130 Lunch

1145 Competitors meeting at the Wadawanuck Sailing pavilion (West side of club)

1200 Harbor start, except Opti Green Fleet

1230 Harbor start Opti Green Fleet

1230 First warning signal

1535 No start shall occur after this time

6. CLASSES

- 6.1 If the total fleet size is greater than 70 boats, there may be a second division.
- 6.2 If the total fleet size is greater than 150 boats, there may be a third division.
- 6.3 In the qualifying round the class flags will be: yellow, blue, green (if applicable)
- 6.4 In the championship round the class flags will be: yellow (Gold), blue (Silver), green (Bronze) (if applicable)

7. RACING AREAS

The racing area will be:

Optimist Green Fleet - Proximal to train causeway near Wadawanuck Club (Inner Stonington harbor).

Optimist Red/White/Blue & OpenSkiff - Within Stonington harbor near Stonington Point.

420/ILCA/Feva/29er/M15s Fleets - East of Stonington outer breakwater.

WASZP/VX Viper/Idea18 Fleets - West of Stonington breakwater, subject to change.

8. THE COURSES

8.1 Courses:

A. Course A in Attachment B, Start Windward Reach Leeward Finish (Default Opti/OpenSkiff Course)

B. Course C in Attachment B, Start Windward Leeward Finish (Default 420/ILCA/Feva/29er course). Start/Finish line is closed, not as drawn.

NOTE: An offset mark may be used at the Windward mark.

NOTE: Leeward mark may be a gate.

C. Green Fleet - Triangle course around inflatable marks/inflatable animals within inner harbor.

8.2 Boats shall not sail across the starting line or finishing line in either direction unless they are starting, finishing, correcting an error or taking a penalty while starting or finishing.

9. MARKS

- 9.1 420/ILCA/Feva/29er Marks will be orange or yellow inflatable marks. Leeward gates may be used. Windward offset mark will be a smaller inflatable mark orange, red, green, or yellow if used.
- 9.2 The starting/finishing marks will be a Race Committee boat displaying orange flag and Starting pin yellow, green, or orange mark. If a “shortened course” occurs/is signaled, finishing may occur through a gate, or between a mark and RC boat displaying a blue or green RC flag.
- 9.3 Optimist Red/Blue/White Mark will be orange, green, red, or yellow inflatable marks.
- 9.4 Optimist Green fleet will use inflatable pool toys for marks. Starting line may have yellow, orange, red, or green mark for the starting pin.

10. AREAS THAT ARE OBSTRUCTIONS

There are no areas designated as obstructions. See navigation chart for navigable water and safe sailing areas.

11. THE START

- 11.1 Races will be started using a 3-Minute starting sequence.
- 11.2 The starting line will be between the Race Committee boat displaying orange flag and pin mark.
- 11.3 A boat starting later than 5 minutes after her starting signal will be scored “Did Not Start” (DNS) without a hearing.

12. CHANGE OF THE NEXT LEG OF THE COURSE

The position of the marks may be adjusted slightly for small shifts in the mean wind without signaling a change of course. Any adjustments will be made before the first boat is on the leg to the effect mark if possible.

13. THE FINISH

The finishing line will be between a Race Committee boat displaying a red, blue or green flag and starting/finishing pin mark.

14. PENALTY SYSTEM

- 14.1 RRS Appendix V will apply.
- 14.2 RRS 44.3 will not apply.

15. TIME LIMITS AND TARGET TIMES

- 15.1 Target time is <30 min per race. The time limit for the first boat to sail the course and finish shall be ninety (90) minutes. If no boat sails the course and finishes within the time limit, the race for that fleet will be abandoned.
- 15.2 Boats failing to finish within twenty (20) minutes after the first boat of her flight sails the course and finishes, will be scored “Time Limit Expired” (TLE) without a hearing. Boats scored TLE shall be scored equal to the last boat to finish plus 1. This changes RRS 35, A4 and A5.
- 15.3 The Race Committee may score a boat or boats in current position/place so that other scheduled races may be sailed.

16. REQUESTS FOR HEARINGS

- 16.1 The hearing request time limit is twenty (20) minutes after the finish boat docks.
- 16.2 Hearing request notices will be posted within thirty (30) minutes of the hearing time limit to inform competitors of hearings in which they are parties or named witnesses. Hearings will be held at Wadawanuck Club.
- 16.3 Notices of hearings by the race committee or protest committee will be posted to inform boats under rule 61.1 (b).
- 16.4 RRS 61 is changed to add the following: "In addition to the requirements of RRS 61, a boat must inform the finish boat or the signal boat, at the first reasonable opportunity after finishing, of its intention to protest." The protest committee may waive this validity requirement if there is good reason to do so.
- 16.5 For races held on the last day of racing, scoring inquiries must be filed within the protest time limit.
- 16.6 On the last scheduled day of racing a request for reopening a hearing shall be delivered as follows. This changes RRS 66:
- if the requesting party was informed of the decision on the previous day, the request to reopen shall be delivered within the time limit.
 - if the requesting party was informed of the decision on that day, the request to reopen shall be delivered no later than 30 minutes after the requesting party was informed.
- 16.7 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17. SCORING

- 17.1 One (1) race in all fleets shall constitute a series.
- 17.2 When four (4) or fewer races have been completed, a boat's score will be the total of all races sailed.
- 17.3 When five (5) or more races have been completed, a boat's score will be the total of all races sailed excluding her worst score.

18.SAFETY REGULATIONS

- 18.1 Competitors who are US citizens or US residents shall wear US Coast Guard approved Personal Flotation Device (PFD) at all times while afloat. Competitors who are residents of another country shall wear either a US Coast Guard approved PFD or a PFD approved by the country of their citizenship or residence. The PFD may only be removed temporarily so that clothing may be changed, added, or removed. [DP]
- 18.2 A boat that retires from a race shall notify the race committee either before leaving the race course area or, if that is impracticable immediately after arriving ashore. Failure to notify the race committee in a timely manner may result in disqualification for the day's racing. [NP][DP]

19.REPLACEMENT OF CREW OR EQUIPMENT [NP]

- 19.1 Substitution of competitors will not be allowed without approval of the PRO or the Protest Committee. If necessary, the protest committee may approve a substitution after the fact, but the request must be filed within the protest time limit of that day's racing. [DP]
- 19.2 Any substitution of damaged or lost equipment must be reported to and approved by the PRO or the Protest Committee. If necessary, the Protest Committee may approve a substitution after the fact, but the request must be filed within the protest time limit of that

day's racing. [DP]

20.OFFICIAL BOATS

20.1 Judge boats may be marked by either a Code Flag J or a Flag with letter "J".

20.2 RC boats will be marked by a blue flag, red flag or green flag with or without the letters RC.

21.SUPPORT BOATS [NP]

21.1 General coach boat and spectator boat requirements

21.1.1 Coach and spectator boats may coach on the water for the Green fleet, the bottom ½ of the Optimist R/W/B/OpenSkiff fleet and the bottom ⅓ of 420/ILCA/Feva/29er fleets.

21.1.2 Coach and Spectator boats shall carry a working VHF radio and monitor the race committee channel. The VHF channel will be provided at the competitors/skippers meeting.

21.1.3 Coach and Spectator boats shall stay more than twenty (20) yards away from any racing boat and at least ten (10) yards outside the racing area, whichever is greater, from the time of the preparatory signal for a race until all boats have finished that race, or until the race committee signals a postponement, general recall or abandonment.

21.1.4 Coach and spectator boats shall follow the instructions of the race committee, safety, judges, race management boats and the PRO. Coach boats are responsible for helping all boats in distress, not just their own.

21.1.5 No coach boat or spectator boat shall tie up to or congregate around any aid to navigation, such as buoys or channel makers.

21.2 Coach boats and spectator boats may only enter the racing area during a race for safety reasons when rendering assistance to a boat in distress. When entering the racing area for safety reasons, a boat must notify the Race Committee of her action.

22.TRASH DISPOSAL

Trash may be placed aboard support or official boats.

23.RADIO COMMUNICATION

The Race Committee working channel will be provided at the competitors/skippers meeting.

24.PRIZES (depending on anticipated size of regatta)

Top five (5) for the Optimist Class G/R/W/B

Top 5 (5) for the C420 Class

Top 3 (3) 420 Non-Spinnaker Class

Top three (3) for ILCA/Feva/OpenSkiff/29er

25.DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 3, Decision to Race. The Organizing Authority and the Wadawanuck Club 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.

26.RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant the Organizing Authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any

photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation.

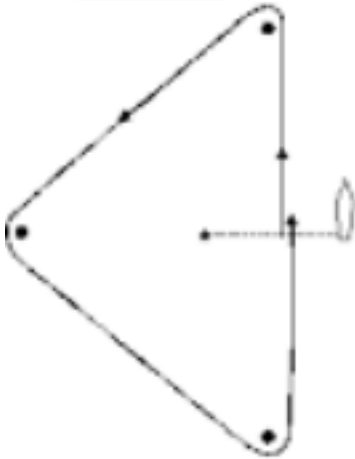
27. All racing will be within Stonington Harbor and/or East of the Stonington outer breakwater.

ATTACHMENT #1

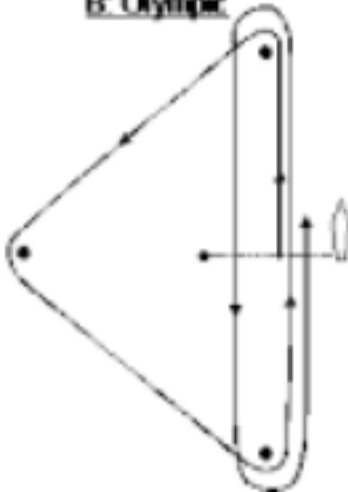
Sailing Courses (not to scale)

(for diagram purposes only – not to scale – actual marks may differ in shape, size and color)

A: Triangle



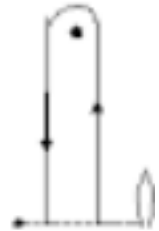
B: Olympic



C: Windward-leeward



D: Short course



NOTE: Start/Finish line is closed.

NOTE: Offset mark MAY be used at windward mark.

NOTE: Leeward mark MAY be replaced with Leeward Gate.

ATTACHMENT #2

(to be included when fleets are split)

Racing Format for Qualifying and Championship Rounds

1. Qualifying and Championship Format

- 1.1. There will be a qualifying round followed by a Championship round.
- 1.2. The qualifying round will be used to split the fleet into approximately equal groups for the championship round. If there is an uneven number of boats in qualifying or championship rounds, yellow or gold respectively will have the higher number.
- 1.3. A minimum of five (5) races is required to complete the qualifying round. If five (5) races have not been completed by all fleets before the start of the last day of the championship, all remaining races will be sailed in the qualifying round format.
- 1.4. Competitors shall only sail in their assigned fleet each day.
- 1.5. Boats that receive scoring penalties as defined in RRS A10 shall be scored points for the finishing place one more than the number of boats in the fleet she was racing. This change is added to RRS A5.2.

2. Procedure for fleet assignments

- 2.1. Day one: assignment to a fleet for the first day of racing will be a combination of random assignment and "seeding" by PRO.
- 2.2. Day two: the results of previous day seeded Y-B-B-Y-Y-B-B, etc. (if three fleets y-b-g-g-b-y etc.)
- 2.3. Day three: if still in qualifying round, day three will be seeded using the same method for day two.
- 2.4. If there is no racing the previous day, the previous day's fleet assignments will still apply unless five races have been completed, in which case the championship round will begin.
- 2.5. Fleet assignments in the qualifying round will be made by 2000 hours the previous evening they are to take place. No protest or scoring inquiry will change the fleet assignments if finalized after 1900 hours.
- 2.6. Fleet assignments for the championship round will not factor in any protests, scoring reviews or redress decisions unless they are decided before midnight the night before championship round racing.
- 2.7. The race committee's decision on fleet assignments will be final and cannot be grounds for redress. This change is added to RRS 62.1a.

3. Championship Round (add in bronze if necessary)

- 3.1. Gold and silver will race as single fleets
- 3.2. Assignment to the Gold and Silver fleets will be based on a competitor's overall finishing position in the qualifying round.
- 3.3. Assignment to each fleet will be final for the entire championship round.
- 3.4. A boat's overall score for the regatta will be the boat's total score from the qualifying round

plus her total score from the championship round including her “drop” score as described in SI 17.

4. Identification

Boats shall display a colored ribbon that corresponds with their assigned fleet at all times while racing from the top of their mainsail headboard.

Attachment #3

Class Inspections

1. Class Inspections

- 1.1. While on the water, competitors are subject to inspection by the Race Committee (RC) and or Race Officials.
- 1.2. (OPTIONAL) One boat in the top ten of each fleet will be chosen for inspection. The top ten boats shall report immediately after finishing to the inspection boat anchored beyond the finish line and displaying a solid **GREEN** flag. They shall stay in the vicinity of the inspection boat, until checked or released by verbal instruction. Boats in doubt as to whether they finished in the top 10 should report to the inspection boat. The specific finishing positions to be inspected after each race will be chosen in advance of the first start of the regatta by a randomizing formula.
- 1.3. (OPTIONAL) Additionally, the RC has the ability to inspect up to six boats at some point during each day of racing. The specific boats to be inspected shall be chosen in advance of each day of racing by a randomizing formula or random method.

2. Components and Penalties

- 2.1. The inspection will check for adherence to Class Rules (CR):
 - C.3.5 – For any race or series of races, competitors who are US Citizens or US residents shall wear a US Coast Guard approved Personal Flotation Device (PFD) at all times while afloat. Competitors who are residents of another country shall wear either a US Coast Guard approved PFD or a PFD approved by the country of their citizenship or residence. The PFD shall not be an inflatable type life jacket. The PFD may be removed temporarily so that clothing may be changed, added or removed.
 - C.3.6 – A whistle shall be attached by a lanyard to the PFD. The lanyard shall be long enough to permit the sailor to use the whistle while wearing the PFD.
 - C.4.3 – Each boat shall carry one line designated as a towing line. This line shall be at least 40 ft (12m) long, 1/4 inch (6mm) diameter, and shall float. The towing line shall be secured to the boat either around the mast or bow shackle. The towing line shall be accessible on the deck within 6 inches of the bow stem at all times, including while capsized. Tape or Velcro may be used to help secure the towing line to the bow deck or stem.
 - C.4.4 – Each boat shall use a line attached from the rudder to the boat that will keep the rudder connected to the boat in the event of a capsize or turtle.
- 2.2. The penalty for the first failed inspection of the day of CR C.3.6, C.4.3, or C.4.4 will be 20% for the nearest race in time.
 - 2.2.1. The penalty for any subsequent failed inspections on the same day of CR C.3.6, C.4.3, or C.4.4 will be a DSQ for the nearest race in time.
 - 2.2.2. Penalties for breaches of CR C.3.6, C.4.3, and C.4.4 shall not make a boat's race score greater than the points for a DSQ in that race.
- 2.3. The penalty for a breach of CR C.3.5 will be a DNE for the nearest race in time. 2.4. Penalties

initiated by the inspection boat are not subject to redress. This change is added to RRS 62.1a.