

Sailing Instructions w/ Amendment 1
2009 CBYRA Annapolis Race Week
September 5, 6 & 7, 2009
CBYRA is the Organizing Authority of this Regatta



1 Rules

- 1.1 The regatta will be governed by the “Rules” as defined in Racing Rules of Sailing 2009 to 2012 (RRS), except as altered by these Sailing Instructions (SIs). Should there be a conflict between the SIs and the Notice of Race (NOR) the SIs will take precedence. This changes RRS 63.7
- 1.2 The skipper/owner shall be responsible for all actions of crew and guests.

2 Entries

- 2.1 Eligible boats may enter this regatta by completing registration using the 2009 CBYRA Standard Entry Form or by registering online at www.CBYRA.org in accordance with the procedures described in the Notice of Race.
- 2.2 Entries will be accepted only from owners or charterers of competing boats who are individual members of a recognized yacht club and CBYRA or another YRA if from out of the area; this changes RRS 75.1.
- 2.3 No boat shall enter in more than one class. However, CBYRA will attempt to support boats with an IRC certificate by allowing them to enter and be scored for the regatta under PHRF and to also receive a courtesy score under IRC.
- 2.4 The entry fee is \$180 for PHRF B, C&D, N, Sport, Corinthian, J-24, J-80, Melges 24, Cat 27 and Cal 25. The entry fee is \$195 for all other classes. Entrants that are not members of their national authority shall pay an additional \$45 entry fee.
- 2.5 The entry form and fee shall be postmarked, hand delivered to the CBYRA office or submitted on-line by Saturday, August 29, 2009. Entries after that date shall be assessed a \$70 late fee. Entries will not be accepted after 1500 hours on Friday, September 4, 2009 without approval of the CBYRA On-the-Water Regatta Chairman.

3 Personal Flotation

CBYRA encourages the use of PFDs at all times.

4 Ratings

- 4.1 PHRF class entrants must have a current 2009 valid rating or measurement certificate. Boats wishing to receive a courtesy IRC score should provide a valid IRC certificate with their entry.
- 4.2 PHRF boats from outside the Chesapeake shall apply to PHRF of the Chesapeake for a rating PRIOR to Thursday, August 20, 2009 or face rejection of entry. (See www.phrfchesbay.com for details).
- 4.3 PHRF N boats may use double headsails as described in PHRF of the Chesapeake class rules.

5 Notices to Competitors

- 5.1 Starting 1800 on Friday, September 4, 2009 notices to competitors will be posted on the official regatta notice board located at race week headquarters at the Junior Fleet building at Annapolis Yacht Club Annex.
- 5.2 Beginning at 0930 of each race day, competitors are encouraged to monitor their Fleet's VHF radio hailing channel (see SI 29).
- 5.3 Any change in these SI's will be posted on the official regatta notice board before 0800 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.
- 5.4 The OA may also post changes on-line on the CBYRA website at www.cbyra.org.
- 5.5 Protest Notices will be posted on the notice board outside the Protest Committee secretary's office located in the Junior Fleet building at the Annapolis Yacht Club Annex.

6 Signals Made Ashore

- 6.1 Signals made ashore will be displayed from the yardarm at the Annapolis Yacht Club. This signal may be repeated at the yardarms of the Eastport Yacht Club and CBYRA office. The Race Committees may attempt to notify competitors on the Fleets' VHF radio channels (see SI 29) and on the CBYRA website at www.cbyra.org.
- 6.2 Race Signal 'L' is changed by adding: "Race Signal 'L' over numeral pennant" displayed ashore indicates that numbered change to these SIs has been posted."
- 6.3 Race Signals 'N over A' is changed by adding: "Abandonment Signal Flags 'N over A' ashore indicates all races are abandoned for today."
- 6.4 Race Signal 'AP' is changed by adding: "Postponement Signal 'AP' displayed ashore with two sound signals by 0930 indicates 'Today's start of racing is postponed.' Postponement Signal 'AP' lowered ashore with one sound signal indicates either:
 - (a) An abandonment signal (as per SI 6.3) will immediately follow, OR
 - (b) The initial warning signal will be made in not less than 90 minutes."

7 Sail Numbers

- 7.1 The sail numbers on all sails on a boat must be the same as the mainsail number unless obtaining prior written approval of the Race Committee On-the-Water Chairman. This changes RRS Appendix G1.1 and the US Sailing Prescription to RRS Appendix G2.
- 7.2 In accordance with RRS Appendix G3, a boat chartered or loaned for the event may carry national letters or sail numbers in contravention to her class rules.

8 Fleet Assignments

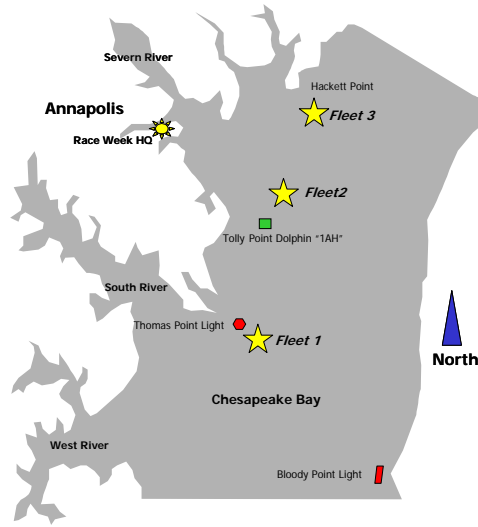
- 8.1 Boats will be separated into three Fleets.
- 8.2 The official list of boats by Fleet and class will be posted as Exhibit 1 on the official notice board and posted on the CBYRA web site (www.cbyra.org) by 2000 Friday, September 4, 2009. Preliminary copies of this and other information will be available to all competitors in the competitor packet and posted on the CBYRA web site. Failure of a boat to obtain this official listing will not be grounds for redress. This changes RRS 62.1.

9 Schedule of Races

- 9.1 Racing is scheduled daily from Saturday September 5, 2009 through Monday September 7, 2009.
- 9.2 For all classes except PHRF N and Corinthian, three races are scheduled for Saturday and Sunday. Two races are scheduled for Monday. Races not completed Saturday or Sunday will be added to the next day's schedule. Races not completed on Monday will not be sailed. PHRF N and Corinthian will sail one distance race each day.
- 9.3 No warning signal shall be made after 1600 on Saturday and Sunday and 1500 on Monday.
- 9.4 The rendezvous time for all Fleets is 1000 hours on each day. Each Fleet will rendezvous at the same location for all three days of the regatta. Each Fleet Race Committee will hoist Race Signal "L" and proceed to the starting area. Approximate rendezvous locations:
 - Fleet 1: Mark "H", CBYRA Region 3 Annapolis Area (GR C "SR").
 - Fleet 2: Mark "X", CBYRA Region 3 Annapolis Area (R "2").
 - Fleet 3: Mark "A", CBYRA Region 3 Annapolis Area (G C "1").
- 9.5 For all Fleets, the first warning signal of the first class to race each day is scheduled at 1100 hours.

10 Racing Area

The racing area will be on the waters of the Chesapeake Bay in the Annapolis area between the Bay Bridge to the north and Poplar Island to the south.



Note that the sailing area for Fleet 2 will be between R2 to the north and Thomas Point to the south.

11 Boat Check In

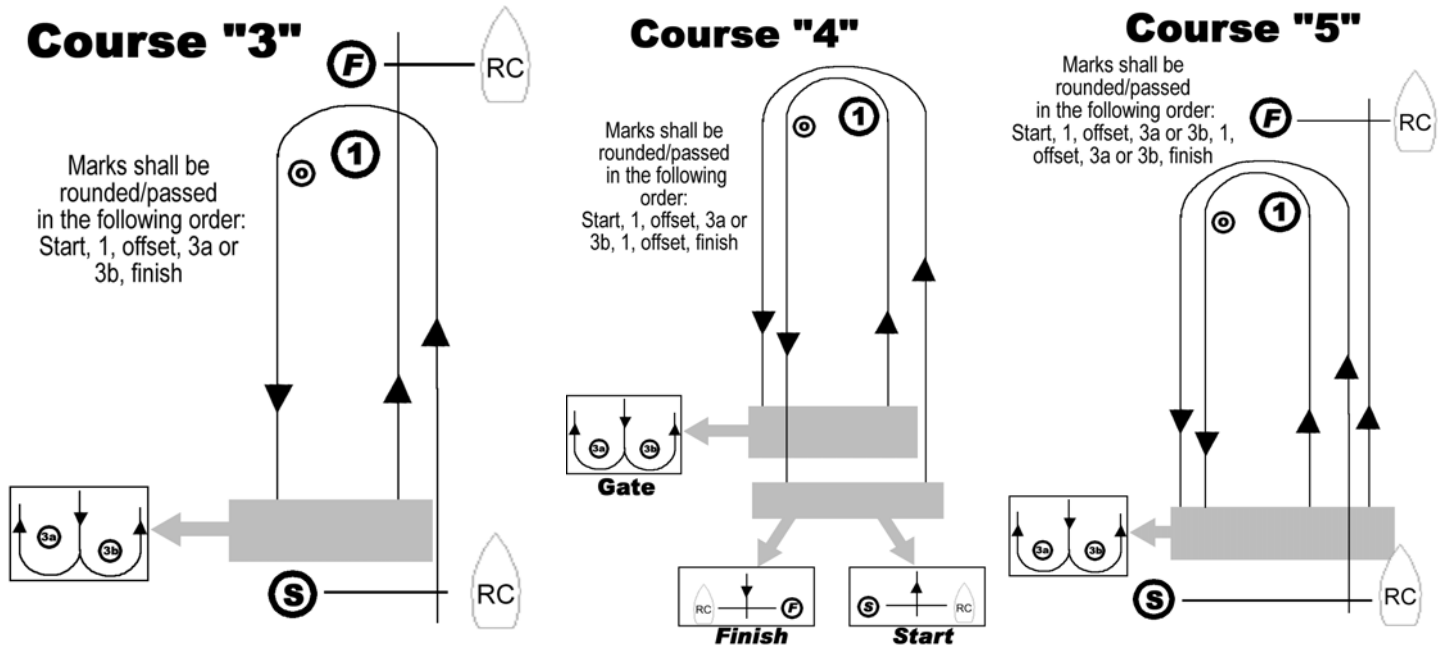
Before the first warning signal of the first race a boat sails each day, each boat shall pass the Race Committee signal boat and hail her sail number until acknowledged by the committee.

12 Class Flags

- 12.1 The "Class Flag" will be the Standard 2009 CBYRA Class Identification Flag or as identified in Exhibit 1. A listing of class flags is attached in Exhibit 1.
- 12.2 The class flag for the Farr 40, Farr 30, Melges 24 and J-80 do not need to be displayed on a boat.
- 12.3 All other boats shall display their class flag on their bow and stern (at least 5 feet up on the backstay, if possible).

13 Drop Mark Courses

The courses for all classes except PHRF-N and Corinthian will be as shown in the diagrams (not to scale) and description below.



Note that the signal boat will be left to starboard at the start and at the finish.

- 13.1 Drop mark course(s) will be designated using identifying placards posted on the Race Committee signal boat. The windward mark and offset mark on all three courses shall be left to port.
- 13.2 The approximate distance between the leeward and windward marks, and the approximate magnetic bearing of the weather mark will be displayed on placards or a white board before the warning signal of each Class.
- 13.3 When the first mark of the course is to be a change mark, code flag “C” will be displayed by the starting line signal boat before the warning signal, accompanied by a series of repetitive sound signals.
- 13.4 When the Course Identification Number is followed by the letter “X”, the course length is increased by the addition of one windward leg, offset leg, and leeward leg.
- 13.5 For all courses, the leeward mark or gate is not a mark of the course during the first leg of the course. For Course “4” and “4X” the leeward mark or gate is not a mark of the course on the last leg of the course. For courses “3”, “5” and “5X”, the weather and offset marks are not marks of the course on the last leg of the course.
- 13.6 For all courses an offset mark will be set to port of the weather mark.
- 13.7 **Code flag “G” will be displayed on the signal boat if the leeward mark is a gate.**

14 Distance Courses

PHRF-N and Corinthian will sail one (1) distance race per day around the Annapolis Area Standard Racing Marks as described on pages 21 and 22 of the 2009 CBYRA Greenbook, Region 3 Annapolis Area Standard Racing Marks-2009.

- (a) Mark “U” will be the pin end of the starting line set by the Race Committee.
- (b) Mark “V” **may** be used and is the 1st windward mark set by the Race Committee for the other classes in that Fleet.
- (c) The Race Committee will display the subsequent marks for PHRF-N and Corinthian to round after passing or rounding Mark “V”.

15 Marks

- 15.1 The competitor packet (see SI 8.2) will provide descriptions of marks and change marks (see SI 19.2) for each Fleet for each day.
- 15.2 Thomas Point Light, Tolly Point Dolphin, “1AH”, Severn River Red Dolphin “4”, Greenbury Point Dolphin “A”, and Bloody Point Light will always be considered as passing marks and shall be passed on the channel side at all times.

16 Starting Signals

- 16.1 The competitor packet (see SI 8.2) will provide the order of starts for the first race of each day for each Fleet.
- 16.2 The starting line will be between a yellow/orange flag on the race committee signal boat and the windward side of the designated starting mark and will be located downwind of the leeward mark or leeward gate.
- 16.3 The starting area is defined as extending 100 yards beyond each end of the starting line and 150 yards behind the line and its extensions. **When there is a starting sequence underway for any class, boats not involved in that starting sequence and not racing shall keep clear of this starting area, except that boats racing on course 4 or 4X that have just finished and cleared the finish line shall sail parallel to the finish line away from the signal boat and exit the starting area.** Boats failing to keep clear of this area will be subject to protest by the Race Committee.
- 16.4 A Race Committee boat that is also a starting mark may set a limit mark that shall be passed on the same side as the Race Committee boat. A boat shall not touch either the limit mark or the Race Committee boat or pass between them. For the purposes of RRS 31 (Touching a Mark) and RRS 28.1 (Sailing the Course), the limit mark and the Race Committee boat shall be considered to be a single starting mark. This instruction does not modify any other requirements of RRS 31 or RRS 28.

17 Individual Recall

- 17.1 The Race Committee may attempt to notify boats identified as OCS by announcing the boat’s sail number over VHF radio. Such announcements are made as a courtesy and, as such the following will not be grounds for redress:
 - (a) Failure of the Race Committee to broadcast sail numbers.
 - (b) Failure of a boat to receive the recall broadcast
 - (c) A boat’s position in the sequence of broadcasted numbers
 - (d) Promptness of the broadcast.This changes RRS 62.1.
- 17.2 The VHF broadcast channels are as listed in SI 29.

18 General Recalls

- 18.1 Will be signaled in accordance with RRS 29.2.
- 18.2 If the warning signal for a subsequent class has been displayed, it will be removed. The starting sequence of that class will begin again following the recalled class start.

19 Course Change After the Start

- 19.1 RRS 33 (Changing the Position of the Next Mark) and Race Signals are changed by adding “When Signal Flag ‘C’ is flown over code flag ‘Q’, the change will apply only to the last leg of the course.”
- 19.2 The first changed mark will either be of a different color, shape or configuration (with or without a dark band attached). Subsequent course changes of that mark will alternate between the original configuration and the changed mark configuration. The competitor packet (see SI 8.2) will provide descriptions of the change mark for each Fleet.

20 Finish Line

- 20.1 The finish line will be between a **blue flag or shape** on a Race Committee boat and a nearby mark.
- 20.2 For all classes except PHRF-N and Corinthian, the finish mark will be located:
- 20.3 Upwind of the windward mark for Courses “3” or “5” or “5X”.
- 20.4 Downwind of the leeward mark (or leeward gate) for Courses “4” or “4X” on the opposite side of the Race Committee boat from the starting line (see diagram for SI 13).
- 20.5 A boat shall take its own finishing time and record any boat finishing directly ahead and directly astern and shall give this information to the Race Committee if requested.
- 20.6 For PHRF-N and Corinthian the finish line will be between a mark of the course and the orange flag displayed on the nearby Race Committee boat.

21 Withdrawal

- 21.1 A boat that retires from a race or does not intend to start a scheduled race shall promptly inform the Race Committee by hail or on the appropriate Fleet radio channel prior to leaving the racing area. If this is not possible, the boat shall promptly report their action to race headquarters at the AYC annex.

22 Race Time Limit

- 22.1 Except for PHRF-N and Corinthian, a race in which no boat has finished 2 1/2 hours after its start will be abandoned for that class.
- 22.2 Except for PHRF-N and Corinthian, any boat not finishing within 45 minutes of the finish of the first boat in her class will be scored TLE (time limit expired) See SI 0. This changes RRS 35.
- 22.3 For PHRF-N and Corinthian only, any boat not finished by 1630 on Saturday and Sunday and 1530 on Monday will be scored TLE. This changes RRS 35.

23 Penalty System

- 23.1 RRS 44.3, the Scoring Penalty for infringements of the rules of Part 2 and RRS 31, Touching a Mark will apply as modified below:
 - (a) **At the time of the incident**, by taking a 20% scoring penalty as prescribed in RRS 44.3.
 - (b) **After racing** and before the start of a protest hearing involving the incident, by taking a 40% scoring penalty.
 - (c) However, if the boat caused serious damage, injury or gained a significant advantage in the race or series by her breach she shall retire.”
 - (d) When a boat may have broken a rule in Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31.
- 23.2 RRS 44.3 (a) is changed to allow code flag ‘I’ to be used as the yellow flag.
- 23.3 A boat that complies with some but not all the requirements of RRS 44.3(b), will receive a 40% scoring penalty without a hearing. This changes RRS 63.1

24 Protests & Redress Requests

- 24.1 Rule 61.1(a) is changed by adding: “A boat displaying red flag and intending to protest shall inform the race committee signal boat as soon as possible after finishing by hail or VHF call on the Fleets courtesy broadcast channel identified in SI 29 until acknowledged. The hail shall include the sail number or boat name of the protested boat.”
- 24.2 Protests shall be filed with the Protest Committee at the Junior Fleet building at the AYC Annex before the protest time limit. The protest time limit is one hour after the Race Committee signal boat docks for the respective fleet. Protest forms are available at the Protest Committee secretary’s desk. The protest time limit will be posted as soon as possible.
- 24.3 A list of protest notifications received by the Protest Committee will be posted on the notice board outside Race Headquarters in the junior building at the AYC annex as soon as possible and not later than 30 minutes after the end of the protest time limit for that fleet.
- 24.4 On the last day of the regatta, RRS 62.2 and 66 are changed such that a request for reopening a hearing or a request for redress based on an action or omission of the Protest Committee shall be delivered:
 - (a) Within the protest time limit if the requesting party was informed of the decision the previous day.
 - (b) No later than 30 minutes after the requesting party was informed of the decision on that day.
 - (c) No later than 60 minutes after a signal to abandon racing is displayed ashore.

25 Arbitration

- 25.1 An arbitration meeting will be scheduled for each protest involving a rule of Part 2 or Rule 31 unless the arbitrator deems the protest inappropriate for arbitration. One representative of each boat, who was on board at the time of the incident, will meet with the arbitrator. No witnesses will be permitted. After taking testimony from each representative, the arbitrator will render an opinion:
 - (a) The protest is invalid or no boat broke a rule. If the protestor agrees, the arbitrator will allow the protest to be withdrawn. If the protestor disagrees, the protest committee will schedule a protest hearing.
 - (b) One or both boats broke a rule. The boat(s) breaking a rule may accept a 40% scoring penalty and the arbitrator will allow the protest to be withdrawn. If not, the Protest Committee will schedule a protest hearing.
 - (c) The arbitrator decides a protest hearing is required. The Protest Committee will schedule a protest hearing.
- 25.2 RRS 63.1 is changed by adding, “The arbitrator may act on behalf of the Protest Committee and allow a protest to be withdrawn without the approval of the Protest Committee.”
- 25.3 The acceptance of the findings and penalties of the arbitrator are final and there shall be no appeal or request to reopen the meeting.
- 25.4 If after arbitration meeting is held or is found to be unwarranted, the arbitrator may attend the Protest Hearing as an observer.

26 Scoring

- 26.1 The Low-Point Scoring System, RRS Appendix A4 will apply, except as changed as follows:
 - (a) There will be no throw-out race.
 - (b) One race will constitute a series.
 - (c) The Race Committee, without a hearing, will assign boats scored TLE (time limit expired) points equal to the number of boats in their class finishing within the time limit plus 2 points, except that they will not be scored worse than the number of boats entered in that class. (This changes RRS 35, RRS A4.1, RRS A4.2 and RRS A5.).
 - (d) RRS 44.3© is replaced by: “The boat’s penalty score shall be her race score prior to applying the penalty made worse by the whole number (rounding 0.5 upward) nearest to either 20% or 40% (as appropriate) of the number of boats entered in her class, but not less than 2 for 20% and not less than 4 for 40%, and no worse than Did Not Finish. The scores of other boats shall not be changed; therefore, two boats may receive the same score.”

27 Awards

- 27.1 Daily race awards will be presented each night at the social event at race week headquarters.
- 27.2 Overall awards for each class in Fleet 1, 2 and 3 for the series will be presented on Monday night.
- 27.3 Daily and overall trophies will be awarded based on the criteria of:
 - (a) 1st and 2nd place trophy for 7 entrants in a class.
 - (b) 3rd place trophy for 10 entrants in a class.
 - (c) 4th place trophy for 16 entrants in a class.
 - (d) 5th place trophy for 25 or more entrants in a class
- 27.4 Special race week awards will be presented at the 2009 CBYRA annual awards presentation in January/February 2010 and include: the City of Annapolis Trophy for the overall race week winner; the Silhouette Trophy for the overall PHRF winner; the Crossland Trophy for the overall COD winner and the Calvert Trophy for the best overall performance of an Anne Arundel County yacht.

28 Radios/Telephones

- 28.1 A boat shall not receive outside help while racing by making or receiving any wireless communications except as permitted in these Sailing Instructions. This changes RRS 41(d) and RRS 41(e).
- 28.2 The following is permitted:
 - (a) Unsecured verbal communications to and from race committees on standard VHF radio channels;
 - (b) Receipt of VHF radio weather channels and safety related weather alerts;
 - (c) Signals used to determine a boat's location.
 - (d) Monitoring VHF radio channel 16 and making contact with commercial traffic on VHF radio channel 13 as required for safety.

29 Courtesy Broadcasts

Courtesy broadcasts will be made to Fleet 1 on channel 71, Fleet 2 on channel 69 and Fleet 3 on channel 72. The race committee may attempt to broadcast on VHF information such as location of Race Committee boat, its intentions, course type, range and bearing to windward mark, sail numbers of boats OCS, change of course, etc. Information reported is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the Race Committee's visual signals that govern the conduct of racing. Failure to broadcast this information or failure to receive or hear these broadcasts will not be grounds for redress. This modifies RRS 62.1.

30 Equipment

- 30.1 All equipment and minimum standards required by U.S. Coast Guard, RRS, Class Rules and these SIs shall be aboard and be readily available.
- 30.2 All PHRF boats competing in this regatta shall meet PHRF of the Chesapeake equipment Category 4P.

31 Commercial Traffic

- 31.1 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 31.2 Only the Race Committee or Protest Committee may protest based on information received from competitors or interested parties. This changes RRS 60.2 and 60.3.
- 31.3 A boat without way in a ship channel that breaks RRS 42.1 by using an engine to clear the channel at the approach of commercial traffic shall either retire or if the incident was unavoidable, continue racing and request redress. RRS 62 is changed to allow the consideration of this request.

32 Disposal of Refuse

A boat shall dispose of all refuse in a proper manner upon returning to shore. Discharging refuse overboard by competitors may be grounds for protest.