



Maine State 420 Championships and RS Tera East Coast Championships Sailing Instructions

August 8 – 9, 2023

Organizing Authority: Boothbay Harbor Yacht Club
Boothbay Harbor, Maine

The notation '[DP]' in a rule in these Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2021-2024 (RRS).

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change in the Sailing Instructions will be posted before the Competitors' Meeting on the day it will take effect, except that any change to the schedule of races will be posted by 6:00 pm on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official regatta notice board located at the BHYC Sailing and Education Center.

4. CODE OF CONDUCT

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

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the head of the BHYC main float gangway.

5.2 Flag AP displayed with two sound signals made ashore, means the Racing is postponed. When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes." This changes RRS Race Signals.

6. SIGNAL FLAGS AFLOAT

6.1 The Warning Signal for the 420 class will be the C420 Class flag.

6.2 The Warning Signal for the RS Tera class will be the signal flag 'T' (red, white, blue vertical stripes)

6.3 Code Flag A (White and Blue vertical stripes) displayed with no sound while boats are finishing means "no more racing today."

6.4 When the race committee displays Flag V with one sound signal all official, coach and support vessels shall, if possible, monitor the race committee communication on VHF Channel 71, for instructions about any safety issues.

7. SCHEDULE OF RACES

7.1 Should conditions make it impossible to complete the scheduled number of races, the regatta shall be terminated and the results based on the races completed and scored.

8. RACING AREA

8.1 Racing will primarily be outside the Tumbler Island buoy (R8) in the vicinity of Squirrel Island. See Addendum A.

9. CHECK IN AND RETIREMENT

9.1 [DP] Check-in on land: Before launching each day, sailors shall check in on the main “junior program” pier.

9.2 [DP] Check-in on the water: In addition to the land check in, all competitors’ boats shall check in by going past the stern of their Race Committee Signal Vessel and hailing their sail number until acknowledged by the RC.

9.3 Boats retiring shall inform their Race Committee as soon as reasonably possible.

10. COURSES AND MARKS

10.1 The intended courses for the Championship lines will be windward/leeward courses (with a gate) and a modified Olympic course. Please see Addendum B.

10.2 No later than the warning signal, the RC signal vessel will display the course designation on a whiteboard on the starboard side of the signal vessel, and a designation of the number of legs

- W - W/L course
- O – Modified Olympic course

10.3 The race committee may make a change of position to the windward mark of plus (+) or minus (–) 10 degrees without signaling. This changes RRS 33.

10.4 All courses will be at the discretion of the race committee.

11. MARKS

11.1 Marks will be inflatable balls, cylinders and/or tetrahedrons.

- 420 windward mark will be an orange cylinder
- Tera windward mark will be a yellow cylinder
- Gybe Mark (both fleets) will be an orange cylinder
- Leeward Mark (both fleets) will be an orange cylinder
- Starting pin will be a green ball
- Finish pin will be a small orange tetrahedron
- Offset and Gate marks (only used in course W, but may be in the water for course O) will be small orange balls. These are not considering marks of the course in course O.

12. THE START

12.1 Races will be started in accordance with RRS 26 (5-minute starts).

12.2 The starting line is between a staff displaying an ORANGE flag on the committee boat at the starboard end and a green ball at the port end of the line.

12.3 A limiting mark may be streamed from or near the RC Signal Vessel. Boats striking this limiting mark or sailing between the mark and the signal vessel will be considered in violation of RRS 31.

12.4 The Race Committee will attempt to hail the numbers of OCS boats after the Starting Signal. The failure of any boat to hear the hail, promptness of the hail, failure to hail any boats, or the order of boats hailed shall not be grounds for redress. This changes RRS 62.1.

12.5 A boat that does not start within 4 minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A5.

12.6 Boats whose warning signal has not been made shall keep clear of the starting area from the time of the course signals for the first start until the warning signal for their class.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To maintain a course configuration or change course length, marks may be moved as necessary, but no mark shall be moved when any boat is on the leg that it terminates. After the start, the Race Committee may shorten the course. If the Race Committee signals a shortened course (displays flag S with two sounds), the finishing line shall be at a rounding mark, between the mark and a staff on the race committee boat displaying flag S. The shortened course shall be signaled before the first boat crosses the finishing line.

14. THE FINISH

14.1 Unless the course is shortened, boats shall finish from the direction of the last mark between the staff from which a BLUE flag is displayed on a RC boat and an orange tetrahedron to the starboard side of the committee boat.

14.2 The same Race Committee vessel may or may not start and finish each race.

15. PENALTY SYSTEM

15.1 For the Green Fleet, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15.2 For the Championship fleets, Rules 44.1 and 44.2 exoneration by turns shall apply.

16. TIME LIMITS

16.1 The time limit for each race will be 60 minutes for the first boat to finish. The Race Committee, in its sole discretion, may waive the time limit if it deems the waiver to be appropriate for any reason.

16.2 Boats still racing 25 minutes after the first boat finishes, and not thereafter retiring, being penalized or given redress, will be scored time limit expired (TLE) and will be assigned scored points equal to the number of boats finishing within the time limit plus one point. This changes rules 35 and A5.

16.3 If a boat(s) in or near last place in a race is/are unduly delaying the start of another race, the Race Committee may terminate the race and score those boats in the place they would have finished based on their position at the time the race is terminated.

17. HEARING REQUESTS

17.1 Protest forms are available in the registration room, located in the One design Room of the sailing center. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 For each class, the protest time limit is 30 minutes from when the RC boat docks. This time will be marked on the official notice board.

17.3 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 in the protest room,

17.4 Decisions of the protest committee will be final as provided in RRS 70.5.

17.5 If the race committee posts a list of boats scored OCS, ZFP, UFD or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than 30 minutes after the protest time limit. This changes rule 62.2.

18. SAFETY REGULATIONS

18.1 A Coast Guard-approved PFD must be worn and fully secured at all times while afloat, except for brief periods while adding or removing clothing. Whistles permanently attached to the PFDs are recommended. This changes rule 40.

18.2 [DP] A boat retiring from a race shall notify a Race Committee boat before leaving the course, or, when that is impossible, on-shore race personnel immediately after arrival ashore.

19. EQUIPMENT AND MEASUREMENT CHECKS

19.1 All competitors must supply their own equipment during the regatta.

19.2 It is the owner's responsibility to ensure that their hull, spars, sails and equipment are maintained in accordance with their Class Rules.

19.3 All boats must have an attached bow line of class legal length with a bowline on the end. The bow line must also be stowed neatly and free of knots to assist with safety rescues.

19.4 It is the sailor's responsibility to confirm their sail number upon check in.

19.5 Please ensure your sail number is legible. If not, we reserve the right to place that sailor at the end of each cluster of boats as they cross the finish line for each race. It is very difficult to read block numbers, especially if they are overlapped on both sides of the sails.

20. SUPPORT TEAMS

20.1 [DP] Team leaders, coaches, and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the Race Committee signals a postponement, general recall, or abandonment. This instruction does not modify RRS 1.1 Helping Those in Danger.

21. TRASH DISPOSAL

21.1 Competitors are encouraged to use reusable water bottles and recycle appropriately. Single use water bottles will not be provided. Competitors are reminded of rule 47, which states that competitors "shall not intentionally put trash in the water."

21.2 Trash may be placed aboard official or support vessels.

22. BERTHING

22.1 Boats shall be kept in their assigned places while in the BHYC facility, including the floats and lawn of the Sailing & Education Center.

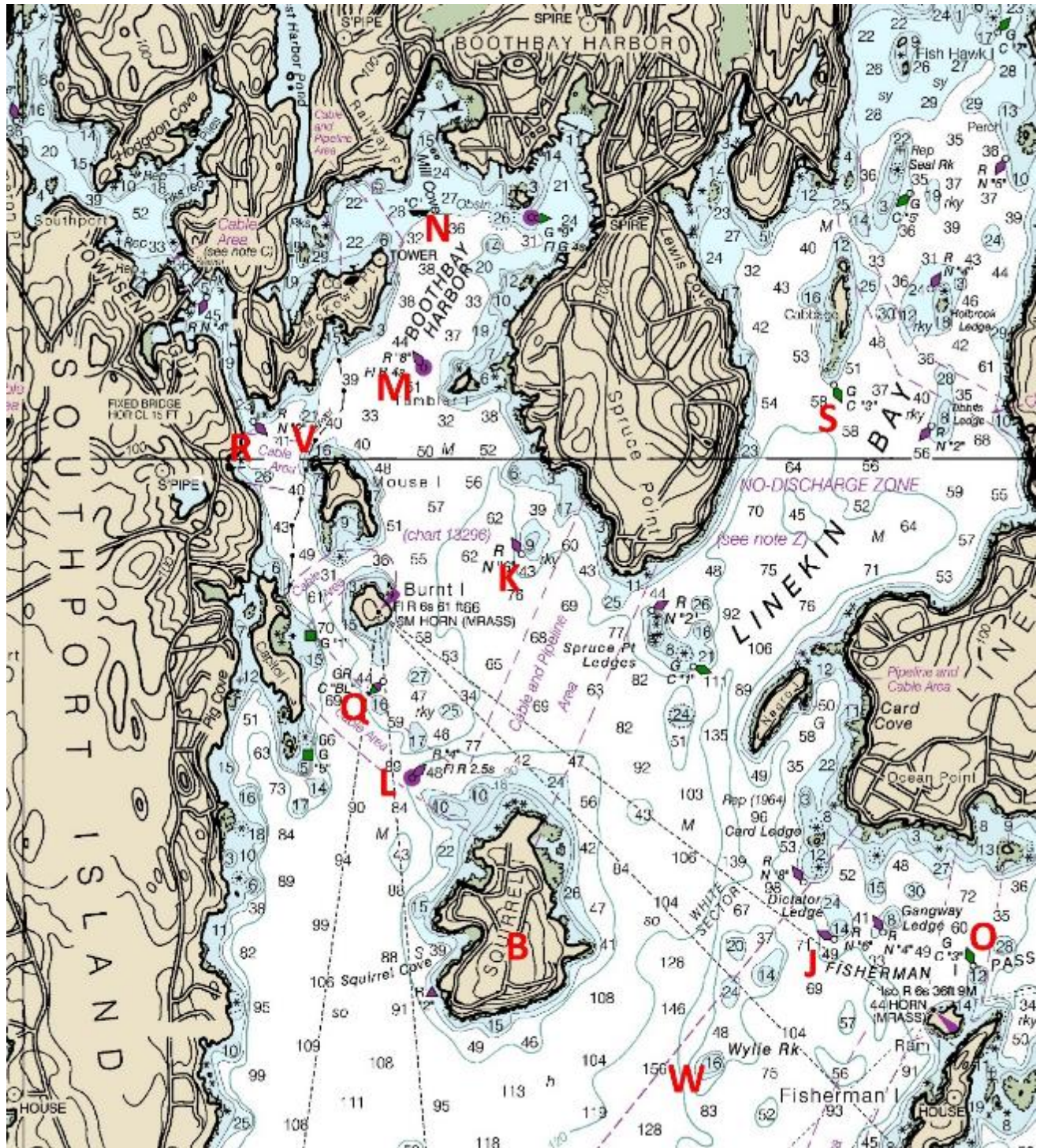
23. RISK STATEMENT

23.1 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 or 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.

Addendum A – Approximate Race Areas

MAP NOT TO BE USED FOR NAVIGATION

Racing will take place in the approximate area bound by marks M, K, and L on the chart below.



Addendum B – Courses – for illustration only / not to scale

