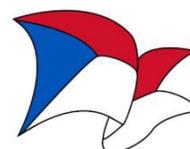


Carolina Sailing Club

CSC 2021 Championship Series

Sailing Instructions

(Revised - 5/21/2021 Modified for 7/31-8/1 and 8/28-8/29 Races at Kerr Lake only)



1. Rules

- 1.1. The regattas will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2. Competitors are encouraged to follow the COVID-19 guidelines (Attachment B).

2. Entries

- 2.1. Boats skippered by a 'Full', 'Sustaining', 'Commodore's Circle', 'Under 30', 'Under 21' or 'Student' member in good standing of the Carolina Sailing Club may enter by registering by 8 pm the day prior to the first race of the weekend event on the Scratch Sheet: carolinasailingclub.org/scratch-sheet.html. Registration on the day of the races may be made by notifying the PRO before 10 am. ("Good standing" means that dues are paid, the skipper is signed up for race committee prior to racing, and has met his or her two-day RC commitment by the end of the season.)
'Associate', 'Supporting', 'Winter' members, or non-members and guests may skipper for only one club weekend.

3. Notices to Competitors

- 3.1. Notices to competitors (if any) will be emailed to the membership on the Friday by 8 pm before the weekend event.

4. Changes to Sailing Instructions

- 4.1. Changes to the Sailing Instructions will be contained in the PRO's Friday 8 pm email.
- 4.2. Oral changes to the Sailing Instructions may be made by the PRO on the water by raising Race Signal "L" and notifying and receiving verbal or visual acknowledgement from each boat.

5. Signals Made Ashore

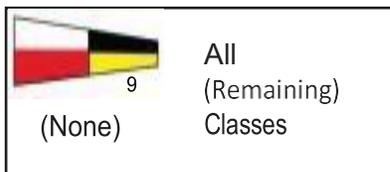
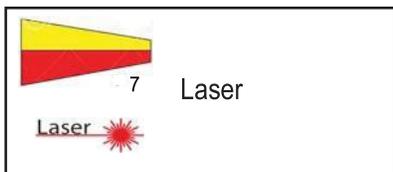
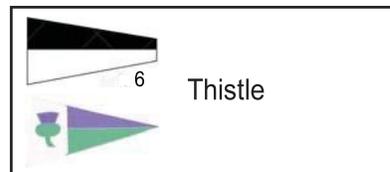
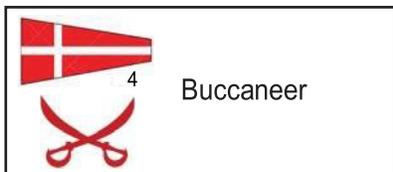
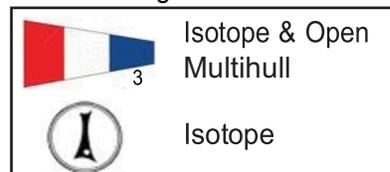
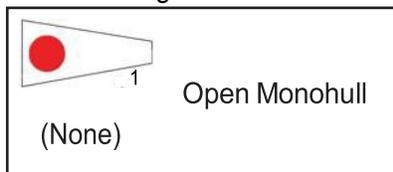
- 5.1. Signals made ashore will be displayed on the Race Committee boat at or near the dock.
- 5.2. When AP is displayed ashore, the warning signal will be made not less than 45 minutes after AP is lowered. This modifies Race Signal AP.

6. Schedule

- 6.1. The Championship Series consists of races on the schedule between April and October. Three races will be scheduled each race day. No minimum number of races are required to constitute a series. No scores will be excluded. Make up days may be scheduled. The race schedule and notices about rescheduled races will be posted on the CSC website.
- 6.2. The schedule for warning signals for each day of racing are:
Warning Race #1 **10:00 am (applies to 7-31, 8-1, 8-28 & 8/29 races only)**
Two subsequent races back-to-back
- 6.3. No competitors' meeting will be held at the event site.

7. Class Flags

- 7.1. The Class flags will be international numeral pennants or flintags bearing the class insignia.



8. Racing Area

8.1. The racing area will be located about 0.5 mile from the launching area.

8.1.1. Kerr Lake: off Henderson Point.

8.1.2. Jordan Lake: off Vista Point.

9. Starts

9.1. The default starting system is RRS Rule 26. If the 5-minute sound system of Appendix U is specified in the notice to competitors, then the following changes are made:

9.1.1. Separate starts for different classes are at the PRO's discretion. If there are separate starts for classes, their class flags will be displayed before the warning signal. They will not necessarily be lowered at the start. If no class flag or numeric flag 9 (see 9.2 below) is displayed, there is only one start for all boats.

9.1.2. OCS and General Recall will be signaled by flags and horn sounds (RRS Rule 29). This changes RRS U4.

9.2. If numeric flag 9 is displayed at the start (under both systems), then all boats that have not already started under their own class flag(s) will start. This may be all boats that are competing in the race.

10. Course and Marks

10.1. The diagrams and text in Attachment A describe the courses and the order in which marks are to be passed.

10.2. The course for each race will be displayed from the stern of the race committee boat and designated as described in Attachment A.

10.3. Marks 1, 2, and 3 are large orange cylinders. The offset mark, if used, is a small yellow tetrahedron.

10.4. The start line will be from the course side of the pin to the orange flag on the signal boat.

10.5. The finish line will be from the course side of the pin to the blue flag on the finish boat.

10.6. The Race Committee has the option to use a gate in place of the leeward mark. The signal boat shall fly the "G" flag if a gate is to be used.



10.7. If Race Committee signals a change in position of the windward mark (RRS 33), an offset mark will not be deployed with the changed mark.

11. Time Limits

11.1. A boat starting later than 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.

11.2. If no boat has finished within 90 minutes, the race will be abandoned.

11.3. Boats failing to finish within 30 minutes after the first boat in their class sails the course and finishes will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

12. Penalty System

12.1. For Monohull Classes the first two sentences of RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken a rule or rules of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty."

12.2. For Multihull Classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

13. Protests

13.1. Violations of COVID-19 guidelines (SI 1.2) are not grounds for a protest.

13.3. Protest forms are available on the CSC Website.

13.4. Protests shall be communicated to the PRO, within 30 minutes after the Race Committee signal boat returns to shore and sounds the docking horn, via VHF radio (Channel 72) or by smart phone (email, text, or voice).

13.5. Hearings will be, at the PRO's discretion, held via a Zoom virtual meeting during the week following the event or by a scheduled on-site meeting with more than 6-foot distance between persons.

14. Scoring

14.1. The races in the series will be scored using the Cox-Sprague scoring system as modified by these Sailing Instructions.

14.1.1. A skipper scored DNS, DNF, RET, DSQ, NSC, or OCS shall be scored points for the finishing place one more than the number of boats competing in the race. A boat that did not compete shall not receive a score. A boat that enters the starting area after her warning signal shall be scored as competing in the race.

14.1.2. The Series score for each skipper will be the sum of her points in that Series divided by the maximum possible number of points she could have earned in races that she raced.

14.1.3. Isotope, Laser and Open fleets will have their elapsed times corrected according to the Portsmouth Yardstick with wind-dependent modifications. No further modifications will be applied.

- 14.2. Two or more boats in a class constitute a race. This modifies RRS 90.3(a). If only one boat is present in a class, that skipper will sail and be scored in the Open fleet for that race and will receive participation for its class fleet.
 - 14.2.1. If just one skipper races in the Open fleet, they shall receive participation for that race but no score.
- 14.3. Skippers in board-recognized fleets will be scored for trophy purposes.
 - 14.3.1. A skipper qualifies for series trophies by participating in at least 45% of the races completed by their class.
 - 14.3.2. Trophies will be awarded for each class based on the average number of skippers competing in the class.

Average Number of Competitors	Trophies
0.0 – 1.9	0
2.0 – 3.9	1
4.0 – 6.9	2
7.0 – 9.9	3
Each additional three boats	1 additional trophy

- 14.4. In addition to class racing and scoring, all boats will be scored together as an Overall Open class.
 - 14.4.1. All boats will have their elapsed times recorded and then corrected according to the Portsmouth Yardstick with wind-dependent modifications. No further modifications will be applied.
 - 14.4.2. Classes with different starting times will be scored together for the purpose of the Overall Open trophy.
 - 14.4.3. If a race is sailed by only some classes that are competing on a day or if classes sail different courses in a race, that race will not be used for the Overall Open trophy.
 - 1.1.1. A throw out will be earned for every six races in which the skipper participates.
 - 1.1.2. Scores will be compiled such that a skipper sailing different boats in different races has one set of results.

2. Safety

- 2.1. Prior to first warning signal of each day, competitors shall check in by sailing by the stern of the signal boat, hailing Race Committee with their sail number or other identifying information and being acknowledged by the Race Committee. Only Race Committee can protest a boat for not checking in.
- 2.2. A skipper that retires from a race shall attempt to notify the race committee on the water.
- 2.3. When the water temperature is at or below 50 degrees Fahrenheit all competitors must wear a personal floatation device and competitors under the age of 18 must wear a wetsuit or dry suit.
- 2.4. Wearing of life jackets (unless mandatory by display of the Y flag) is encouraged for all races.

3. Trash Disposal

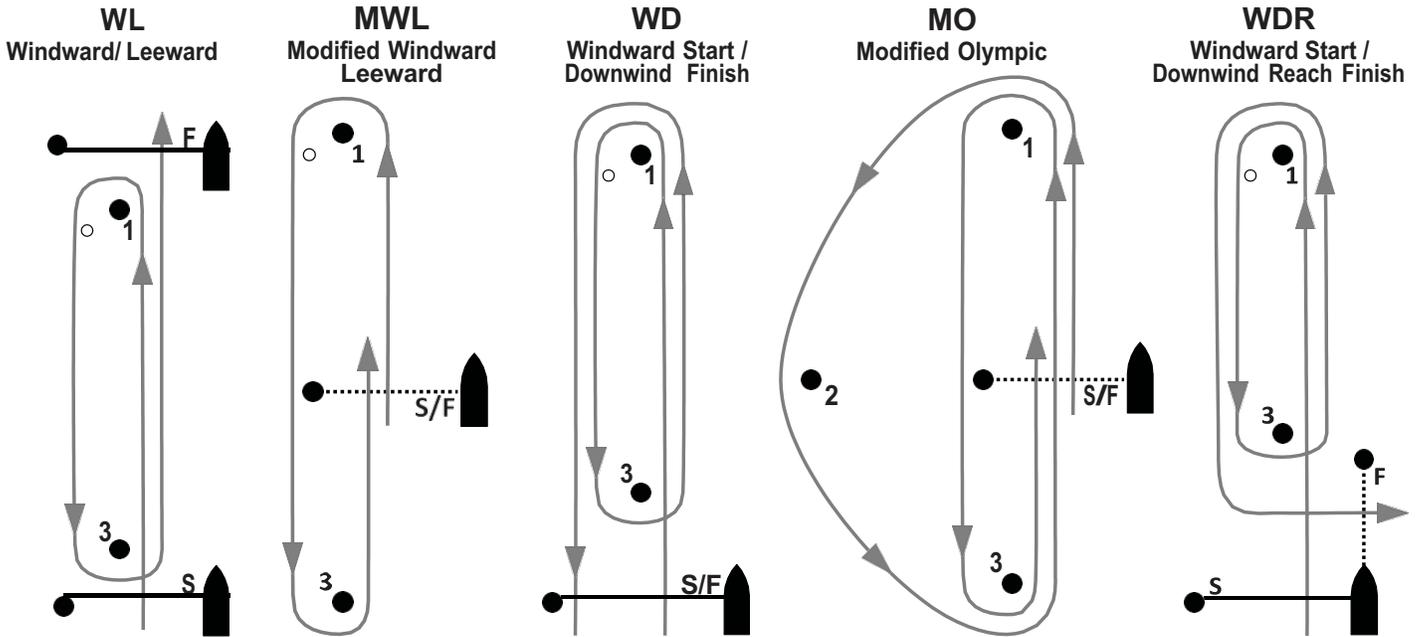
- 3.1. Trash should be taken home, or disposed of in proper facilities on shore.

4. Risk Statement

- 4.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.
- 4.2. Competitors participate in the series regatta at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage, personal injury, illness, or death sustained in conjunction with, prior to, during, or after the regatta.

Attachment A

CSC Championship Series Courses



WL indicates a windward-leeward course with a windward start and windward finish. An offset mark (OM) to port of the windward mark may be specified in the Notice to Competitors. **Start-1-(OM)-3-Finish**. If other than 1 lap, the number of laps will be displayed, and the 1-(OM)-3 will be repeated for each additional lap.

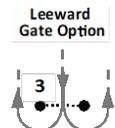
MWL indicates a modified windward-leeward course. An offset mark (OM) to port of the windward mark may be specified in the Notice to Competitors. **Start-1-(OM)-3-Finish**. If other than 1 lap, the number of laps will be displayed, and the 1-(OM)-3 will be repeated for each additional lap.

WD indicates a windward-leeward course with a downwind finish. An offset mark (OM) to port of the windward mark may be specified in the Notice to Competitors. **Start-1-(OM)-3-1-(OM)-Finish**. If other than 1 lap, the number of laps will be displayed, and the 3-1-(OM) will be repeated for each additional lap.

MO indicates a Modified Olympic course. **Start-1-2-3-1-3-Finish**.

WDR indicates a windward-leeward course with a windward start and a reach finish. An offset mark (OM) to port of the windward mark may be specified in the Notice to Competitors. **Start-1-(OM)-3-1-(OM)-3-Finish**. If other than 1 lap, the number of laps will be displayed, and the 1-(OM)-3 will be repeated for each additional lap.

Any leeward mark can be replaced with a Leeward Gate in which case competitors must pass through the gate in the downward direction and then round one of the two marks that form the gate, heading upwind outside one of the marks.



Attachment B

Resumption of Sailing under COVID-19 Restrictions

Guidelines for CSC Members

(Revised – 5/10/2021)

Preamble

Executive Order 209 issued April 28, 2021, lifted the outdoor face covering requirement and relaxed some capacity restrictions, but continued to require the wearing of face covering in public places while indoors. The order also stated that it remains critical to exercise personal responsibility to protect yourself and others and to reduce the spread of COVID-19. It encouraged the continued wearing of face coverings in situations where six (6) feet of social distance from non-household members cannot be maintained, maintaining social distancing, and washing hands frequently.

Safety of all participants in CSC events is overriding. The club guidelines below are designed to minimize risk to individuals by using social distancing and by eliminating any meetings at the event site. Individuals should evaluate both their own risk and the risk they pose to other participants taking into account the Governor's executive orders, NC Park regulations, and guidance from NCDHHS and the CDC. The changes we've made to our normal procedures are listed below in the order that sailors attending a CSC racing event would experience.

I. Actions and Procedures for Competitors

Registration

Registration of boat, skipper, and crew will be through the regular scratch sheet. Please fill in the scratchsheet by 8 pm the Friday before the weekend event so the PRO can plan accordingly. Members should inform those they invite to CSC events of the club's COVID guidelines. Non-members and guests will need to sign the CSC waiver before they can participate in club events. Late registration may be made by contacting the PRO before 10 am on the race day.

Before you go

Things to consider bringing along in addition to your sailing gear: masks, sanitary wipes, hand sanitizer, personal drink bottles, and utensils. Please bring a VHF radio (Channel 72) if you have one or take note of the PRO's phone number for distanced communication with RC.

At the Event

Please leave an empty lane between boat trailers for 6' of social distancing during setup and knock-down. US Sailing suggests wearing masks on land especially where social distancing is difficult to maintain (e.g., any indoor bathrooms, on the docks and ramps, etc.).

Sailors are discouraged from helping set up other boats in the parking lots. (For example: please avoid the common courtesy of helping others with their lines or accepting help unless there is an immediate need to avoid injury or damage.) For multi-handed boats, face coverings may be appropriate on the water.

Once your boat is launched, please sail away from the dock as quickly as possible, to clear the ramps for others launching.

Competitors' Meeting

There will be no on-site competitors' meeting. The PRO will email members any changes to the SIs and additional instructions by 8 pm on the Friday before the weekend event. If no PRO email is received by 8 pm Friday, competitors shall assume the SIs, as published on the website will be used.

Updates to the SIs may be necessary as the season and COVID-19 pandemic evolve. These will be announced on the CSC website well before the event.

On the Water

Races will proceed according to the SIs (with any changes announced by the PRO). If a postponement on shore is needed, the AP flag will be displayed on the signal boat at or near the dock. Boats will check in by hail each day on the water. If the PRO wants separate starts under Appendix U rules (a minimum of 5 boats in a class may qualify for a separate start), the appropriate class flags will be displayed before the warning signal; please note that flags will not necessarily be lowered at the start. If numeric flag 9 is displayed at the start, all classes that have not started will start (this may be all boats).

Use of Life Jackets (unless made mandatory by display of the Y flag) is encouraged.

Sailors are encouraged to arbitrate all rule disputes on the water so protest committee meetings can be avoided as much as possible. In the event that a protest committee is absolutely required, it will be held, at the PRO's discretion either by Zoom meetings off-site following the event or by a scheduled on-site meeting with more than 6-foot distance between persons. Notification of a protest to the PRO will be done by VHF Radio or by mobile phone.

After Racing

There will be no after-racing social meeting.

Please maintain social distancing and wear masks while packing up your boat.

II. Race Management

The PRO principal responsibility is to run races in a safe and efficient manner with minimal contact with competitors and sailing boats. The PRO has the ability to modify the SIs, but if he or she does so, it must be done by email to the members by 8 pm on the Friday before the weekend event. For example, changes could include Appendix U starting or use of an offset mark at the windward mark. The club will encourage all boats to carry a VHF radio (use Channel 72) or smart phone to communicate safety information to the PRO. Where Class rules do not allow radios, the club is asking fleet captains to waive those limits for this year. To facilitate social distancing, communication with competitors will be primarily by signal flags (e.g., the new numeric 9 flag for All (Remaining) Boats to start), or secondarily by hail or VHF Radio.

Cancelling the Event

Based on bad weather forecasts, either one or both days of the event may be cancelled by the PRO. This must be done by the Friday 8 pm email to the members. Because of social distancing, it will be difficult to cancel racing at the site, though flags N over A could be flown from the Signal boat. The PRO might want to consider RC boat capabilities (and health preferences) when he or she decides under what conditions to sail under.

RC Staffing

To maximize the safety of the staff, the RC boats will be staffed by volunteers from the same household or

those, preferably fully vaccinated, who are comfortable serving together with a minimum of 2 on the Signal boat and 2 on the Mark boat. Please have the RC staff use the social distancing guidelines given in Part I. The PRO will be the point of contact for all safety-related issues.

Races

The PRO has the option to use RRS Appendix U (with modifications) starting. The default is RRS rule 26. Offsets are specified in the SIs but may be eliminated at the PRO's discretion. Leeward gates have been eliminated as a course option. Separate class starts are can be accommodated by both starting systems (as modified by the SIs).