



1 RULES

- 1.1 The regattas are governed by the rules as defined in *The Racing Rules of Sailing* [RRS].
- 1.2 OUTSIDE HELP: A boat may receive outside help. The race committee and competitors are encouraged to provide advice to inexperienced competitors and help for any boat in need. This changes RRS 41.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Changes to the Sailing Instructions will be announced at the Competitors' Meeting and posted to the board located at the Crosswinds ramp.
- 2.2 Oral changes to the sailing instructions may be made on the water. Race Signal L will be displayed and all boats shall come within hail. Notification of the changes will be given to, and acknowledgement received from, each boat.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the board located at the Crosswinds ramp.
- 3.2 Race Committee will communicate safety related information to the competitors via VHF radio, channel 71.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the signal vessel at dock or in the parking lot.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5 SCHEDULE OF RACES

- 5.1 Race dates are given on the CSC website calendar (www.carolinasailingclub.org).
- 5.2 The scheduled time of the competitor's meeting and warning signal for each day of racing are
- | | |
|----------------------|------|
| Competitors' Meeting | 1200 |
| Warning Race #1 | 1300 |
- 5.3 To alert boats that a race will begin soon, a series of short horn blasts may be made.
- 5.4 Five races are scheduled but this is at the discretion of the PRO. No warning signal will be made after 1530.
- 5.5 Signal flag A displayed with no sound while boats are finishing means "No more racing today."

6 RACING AREA

- 6.1 The racing area is located off the launching area at Crosswinds Boating Center at Jordan Lake.

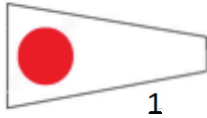
7 COURSES AND MARKS

- 7.1 The diagram and text in Attachment A shows the course, including the course designation, the order in which marks are to be passed, and the side on which each mark is to be left.
- 7.2 Mark 1 is a large orange or yellow cylinder.
- 7.3 Mark 3, the starting and finishing mark, is an orange ball or orange cylinder. This mark also serves as the leeward mark.
- 7.4 A windward offset mark is optional. If used, it is a small tetrahedron.
- 7.5 To maintain the 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 terminated. No change of course signals are required. This changes RRS 33.

8 THE START

- 8.1 Races will be started using the 3-minute audible signal starting sequence described in RRS U3 of Appendix U – Audible-Signal Racing System. This changes RRS 26.

- 8.2 Class flags may be displayed from the signal vessel to designate starts. Numeral pennant “one” will be used for the open fleet. Other flags used in the event of multiple starts will be announced at the competitor’s meeting. Class flags, if used, are not part of the starting sequence.



- 8.3 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

9 THE FINISH

- 9.1 The finish line is between a staff displaying a blue flag on the signal vessel at the port end and the course side of the starboard-end finishing mark.

10 PENALTY SYSTEM

- 10.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

11 TIME LIMITS

- 11.1 The time limit for the first boat in a race to sail the course and finish is 45 minutes.
- 11.2 Race committee may finish in place boats who are still racing but not yet finished, provided their finish position can be determined in a reasonable manner. This changes RRS 35 and A4.

12 HEARING REQUESTS

- 12.1 Protest hearings will be held in accordance with the RRS Part 5.

13 SAFETY

- 13.1 Prior to the first warning signal of each day, each boat shall sail by the stern of the Race Committee signal boat and hail her sail number until acknowledged by the Race Committee repeating the boat’s sail number.
- 13.2 Winter racing carries additional safety concerns due to colder water. It is up to the discretion of the PRO to hold races based upon winter racing recommendations described on the CSC website: [Winter Sailing - Carolina Sailing Club](#)
- 13.3 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 13.4 Personal flotation devices are required to be worn by all competitors.
- 13.5 **Competitors under the age of 18 must wear a wetsuit or dry suit.**

14 TRASH DISPOSAL

- 14.1 Trash may be placed in trash receptacles on shore.

15 RISK STATEMENT

- 15.1 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.** These risks also now include Covid-19.

CSC Winter Racing Course Description

The course is a windward-leeward-windward-downwind finish course. **Start-1-3-1-Finish**.

An orange starting mark serves as the leeward mark and also as one end of the downwind finish line. An offset mark (not displayed) is optional.

The upwind mark may be **orange or yellow**.

