



COURAGEOUS SAILING

COURAGEOUS Summer Laser Racing 2019

Courageous Sailing Center
Pier 4, Charlestown Navy Yard
Boston, MA 02129

The Organizing Authority is Courageous Sailing Center (CSC)

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the Racing Rules of Sailing (RRS) and the US SAILING Prescriptions.
- 1.2 In case of conflict between the Notice of Race and these Sailing Instructions, the sailing instructions will prevail.
- 1.3 All participants are reminded of the US SAILING Prescription to RRS 67(c):
A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.
- 1.4 All participants are reminded of RRS 4, Decision to Race. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not accept any liability for damage to any boat or other property or the injury to any competitor, including death, sustained in conjunction with or prior to, during, or after the regatta. By participating in the regatta, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation to the fullest extent permitted by law.
- 1.5 RRS 5 Anti-Doping shall be strictly enforced. Consumption of alcoholic beverages prior to or while sailing of any CSC vessel is strictly prohibited.

2 ENTRIES

- 2.1 All competitors must register as specified in the Notice of Race (NOR) for the event.
- 2.2 All competitors must check-in each day at the CSC Front Desk prior to leaving the dock.
- 2.3 All competitors must provide a signed Courageous Sailing Center waiver. No individuals may be on the CSC dock or boats without having signed a waiver.

3 EQUIPMENT

- 3.1 Boats: Lasers provided by the Courageous Sailing Center (CSC) or competitor.
- 3.2 Sails: Each boat is assigned a mainsail which will remain with that boat for the duration of the series.
- 3.3 Standing Rigging / Hardware: Standing rigging and hardware may not be adjusted or altered.
- 3.4 Running rigging: Any adjustments made to running rigging must be returned to original condition after sailing.
- 3.5 Condition of Equipment: CSC will make every effort in advance of each race day to ensure that each boat is ready to sail. However, in the interest of safety, it is the responsibility of each skipper and team to

check the condition of equipment and report any problems prior to the skippers meeting. Equipment failure related to worn shackles and cotter rings/pins will not be cause for redress unless CSC determines the failure could not have been prevented. Critical equipment to check are all stays, mainsheet block, gooseneck, and sail battens. If a competitor is not able to make the assessment themselves, it is their responsibility to ask CSC for guidance and assistance at the beginning of the season and at least 30 minutes prior to any skippers meeting.

3.6 Any alteration or adjustment of running rigging hardware, standing rigging, or reefing gear will result in charges for repair or replacement, and may result in disqualification from the day's racing, after a proper hearing.

4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board in the Courageous Sailing Center (CSC) boathouse.

5 CHANGES TO THE SAILING INSTRUCTIONS

Changes in the Sailing Instructions will be posted and announced to all competitors before they will take effect.

6 BOAT ROTATION

Boat assignments or a sign-up sheet will be available at the CSC Front Desk.

7 SCHEDULE OF RACES

4.1 The Spring Series shall take place on seven Thursdays from May 16 through June 27. The Summer series will take place on eight Thursdays from July 11 through August 29.

4.2 On each Thursday evening, the first warning shall be given at 1800. Racing will continue at the discretion of race committee.

4.3 A brief meeting of the competitors may be held prior to the first warning and notice for such a meeting will be posted on the official notice board.

4.4 Racing for a given day may be canceled at the discretion of the OA.

8 RACING AREA

The racing area is the Boston Inner Harbor, unless otherwise specified.

9 COURSES

9.1 The Courageous Course Diagram illustrates the seven possible courses.

9.2 Courses will be displayed on a race committee boat using letters and numbers to designate the marks.

9.3 An offset mark may be used at the windward mark of each course.

9.4 A leeward gate may be used in each course. When one gate mark is missing, the remaining gate mark shall be rounded to port. When the two gate marks are too close together for a boat to pass safely between them, a boat may round both marks to port.

9.5 Other courses may be used when specified.

10 MARKS

Marks are colored buoys (red, orange, yellow, or white balls or tetrahedrons).

11 STARTING AND FINISHING LINES

The starting line will be between the pin-end mark and the RC flag on the Race Committee boat. The finishing line will be between the finishing pin-end mark and the RC flag, or if there is no RC flag, a yellow or orange colored flag on the Race Committee boat.

12 SIGNALS ON THE WATER

12.1 Starting Sequence: As described in Appendix U of the RRS, the three-minute dinghy starting signals shall be used for all races. This changes Rule 26.

Time	Sound	Meaning
3:00	3 long	Warning Signal
2:00	2 long	Preparatory Signal
1:30	1 long, 3 short	
1:00	1 long	
0:30	3 short	
0:20	2 short	
0:10	1 short	
0:05	1 short	
0:04	1 short	
0:03	1 short	
0:02	1 short	
0:01	1 short	
0:00	1 long	Start

12.2 Individual Recall. In accordance with RRS 29.1, individual recalls will be signaled by displaying flag X (blue cross on white) with one short sound signal. The Race Committee will make an attempt to hail boats starting prematurely, but it is not the responsibility of the Race Committee to be heard by any boat. Failure to hail or hail audibly is not grounds for redress.

12.3 General Recall. In accordance with RRS 29.2, a general recall will be signaled by displaying the First Substitute flag (yellow triangle on blue triangle) with two short sound signals. After a general recall, the RRS 30.1 I Flag Rule will be in effect.

12.4 Abandonment. In accordance with RRS 32.1, an abandoned race will be signaled by displaying flag N (blue and white checked) and three sound signals. If the cause of abandonment is large commercial traffic, all competitors should seek and follow instruction from Race Committee so that they can sail to a safe location until the traffic has passed.

12.5 Shortening Course: In accordance with RRS 32.3, a shortened course will be signaled by displaying flag S (blue square on white) and two sounds. The race committee will attempt to notify the fleet at the previous mark, but it is not required to do so.

13 PENALTIES

13.1 If there is a collision causing damage, all parties involved in the collision **must** immediately retire from the current race, sail clear of other boats directly to a Race Committee boat to report the incident and display the damage. The Race Committee will assess the damage and determine if one or all parties

must retire from the remainder of the remaining races. At the discretion of the Race Committee, one or both boats involved in the collision may be subject to immediate retirement from the remaining races for that day. Boats thus retiring are unable to exonerate themselves although they may be eligible for redress. This changes RRS 44.

13.2 When a boat that has been damaged is unavailable for a subsequent racing day, the competitor(s) at fault, as determined by either by a protest hearing or by the agreement of parties involved in the incident resulting in the damage, may race only if there are boats available beyond those used by other competitors.

13.3 Judges and/or umpires may be on the water during racing to observe the competition and to enforce the RRS.

14 TIME LIMIT

14.1 A race in which no boat has finished within 45 minutes (unless otherwise specified) after the starting gun will be abandoned.

14.2 Boats that finish more than 30 minutes after the first boat in their fleet has finished will be scored DNF.

15 SCORING

15.1 Daily Scoring: A low-point system, as described in Appendix A of the RRS, will be used with no scores excluded. A boat that did not start, did not finish, or retired after finishing shall be scored points for the finishing place one more than the number of teams competing that day. A boat that was disqualified shall be scored points two more than the number of teams competing that day. This changes RRS A4.2.

15.2. Series Scoring: For a series comprised of races over several non-consecutive days, high point percentage scoring will be used, with no scores excluded. With 'N' teams competing in a series, each boat finishing a race, and not thereafter retiring or being disqualified, will be scored as follows:

Finishing Place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3
Each place thereafter	Subtract 1

Penalties will score 0 points. The series score for each team will be calculated by dividing the sum of the team's race scores by the sum of the team's points if the team had placed first in every race in which the team competed. To qualify for inclusion in the final series results a team shall compete in at least 65 percent of the races completed. The qualified team with the highest series score is the winner, and others are ranked accordingly.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the

protestee. Failure to do so may be grounds for declaring the protest invalid under RRS 63.5. This changes RRS 61.

16.2 RRS 62.1(b) is changed to “swamping, capsizing, disablement, physical damage, or injury because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear.”

16.3 The following is added to end of RRS 62.1: “(e) failure of equipment on the boat that could not be prevented by a reasonable inspection and/or adjustment prior to racing.”

16.4 The Protest Time Limit shall be 30 minutes after the Race Committee boat docks. Protest/Redress forms are available at the CSC Front Desk or official notice board.

16.5 Hearings will be held in accordance with the recommendations of Appendix M of the RRS.

17 SAFETY

17.1 Safety with regard to commercial traffic on Boston Harbor is paramount.

(a) All participants shall abide fully by the USCG Navigation Rules with regard to any and all boats that are not racing.

(b) Safety with regard to commercial traffic on Boston Harbor takes precedence over starting or continuing any race. Such commercial traffic includes smaller vessels such as ferries, tour boats, and tug boats and larger vessels such as LNG tankers, oil tankers, car transports, and barges.

(c) Any boat that does not keep a lookout for and give way to commercial traffic, will be subject to immediate retirement for the day at the discretion of the OA. Furthermore, any boat that retires in such a situation shall be considered to be protested by the Race Committee and be subject to disqualification for the race, day, or series, after a proper hearing.

(d) The OA will coordinate with Boston Harbor Pilots in advance of every race day to determine anticipated shipping traffic for the day, but it is not possible to receive similar warning with respect to tug and barge traffic.

17.2 It is the responsibility of each skipper to ensure that they and their crew is prepared for the conditions, takes all necessary safety precautions (including preparing the boat and obtaining proper clothing and gear), and does not act in an unsafe manner at any time (whether racing, sailing between races, sailing to and from the course, rigging or derigging boats, or using the dock, boathouse or other premises of CSC.

17.3 RRS 40 is deleted and replaced with: “All competitors shall wear, while on the water or dock, other than for brief periods while adding or removing clothing, an approved US Coast Guard PFD. The PFD must be worn outside all clothing, except that a thin shirt may be worn over the PFD to prevent snagging.” Note that flag Y will not be displayed.

17.4 If a competitor has been injured or is showing signs of hypothermia, their team is responsible for alerting the Race Committee immediately and helping to return the crew to the boathouse.

17.5 A boat retiring from a race shall notify a Race Committee vessel before leaving the course, or when that is not possible, immediately after arrival ashore.

18 PROPER LOOKOUT

In order to help avoid contact between boats, all boats must keep a proper lookout at all times. CSC, the race committee and any protest committee will recognize and enforce the US SAILING Prescription to RRS 67(c) and the prescription of ISAF Case 26: “The main purpose of the rules of Part 2 is to avoid contact between boats. All boats, whether or not holding right of way, should keep a lookout at all times.” The term “Proper Outlook” shall be interpreted to mean “sufficient to be aware of the risk of collision with any vessel or obstruction in the racing area whether racing or not racing.”

19 LIABILITY

19.1 If there is a collision causing damage, a written protest must be filed. The protest committee shall find facts and make decisions in compliance with the rules. CSC will assign liability for damage to one or

more of the parties. The liable parties will be responsible for the costs of repair (including but not limited to Courageous' cost for parts and labor). If no protest is filed then both parties agree to split the cost of repair equally, and will be billed accordingly.

19.2 All parties are fully responsible for maintaining the condition of their assigned boat while in use (including while rigging and derigging, leaving from and returning to the dock, and at all times while racing and in between races), excepting normal wear and tear. The cost (including parts and labor) of all damages to any part of the boat, sails or rigging due to negligence will be the responsibility of the individual captain of each team.

20 COMPETITOR CONDUCT

20.1 Per US Sailing Regulation 5.03, no contestant shall use, either on or off the water, during any US Sailing sanctioned event: marijuana or any other controlled substance (as defined in 21 U.S. Code 802) the possession of which is unlawful under 21 U.S. Code 841, or alcoholic beverages (distilled spirits, wine and beer, each as defined in chapter 51 of the U.S. IRC Code and intended for beverage use). This regulation is in effect on each day of racing from the arrival at CSC until the competitor has departed the floating dock for the last time that day. Failure to comply with this rule may result in disqualification for the race, day, or series.

20.2 All competitors are expected to maintain the highest level of conduct throughout the entire event. When the Protest Committee, from its own observation or a report received from any source believes that a competitor may have committed a breach of a rule, good manners, or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. After a proper hearing the penalty may range from a reprimand to dismissal from the regatta and additional action may be taken under RRS 69.

Date of issue: April 2019

SI vers. 1.5