



COURAGEOUS SAILING

COURAGEOUS Frostbite Racing Series 2021-2022

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

Organizing Authority: Courageous Sailing Center (CSC)

SAILING INSTRUCTIONS

1 RULES

- 1.1 The Courageous Frostbite Racing Series will be governed by the Racing Rules of Sailing (RRS).
- 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.
- 1.6 Other alterations in the rules are noted below.
 - 12.1 Starting Sequence: As described in Appendix U of the RRS, the three-minute dinghy starting signals shall be used for all races. In order to assist competitors when sound signals might be inaudible, the sound signals may be supplemented by visual flag signals as indicated in the table below. If there is a discrepancy between flags and sound signals, the sound signals shall prevail. This changes both Appendix U and Rule 26.
 - 13.1 Penalties Taken at the Time of the Incident
Rule V1 applies: The first two sentences of rule 44.1 are changed to "A boat may take a One-Turn Penalty when she may have broken a rule 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."
 - 13.3 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. Boats thus retiring are unable to exonerate themselves although they may be eligible for redress. This changes RRS 44.

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 and 62.

16.2 RRS 62.1(b) is changed to “swamping, capsizing, disablement, injury, or physical damage 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 the 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.” Competitors are reminded to inspect knots, halyards, sheets, control lines, tiller extension and fittings, shackles, cotter pins, and cotter rings (‘ring dings’) used the secure stays to the hull or blocks to the boom, mast, traveler, or boat, before leaving the dock. If they do not do so, they should not expect relief when simple and preventable failures occur.

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. This changes the preamble to Part 4 of the RRS.

19.1 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. This changes RRS 44.

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 Prior to racing, all competitors must provide a signed Courageous Sailing Center waiver. It is the responsibility of the team captain and skipper to ensure that everyone on their team has signed a waiver before using the Courageous dock and boats. No individuals may be on the CSC dock or boats without having signed a waiver.

2.4 Prior to racing, all skippers must provide a signed Courageous Sailing Center Racing Damage Agreement.

3 EQUIPMENT

3.1 Boats: Rhodes 19s, provided by the Courageous Sailing Center (CSC).

3.2 Sails: Each boat is assigned a mainsail and jib which will remain with that boat for the duration of the series.

3.3 Standing Rigging / Hardware: With the exception of the backstay, standing rigging and hardware may not be adjusted or altered. All boats have been tuned prior to the start of the season. Adjusting the standing rigging is prohibited and is grounds for disqualification.

3.4 Running rigging: Any adjustments made to running rigging must be returned to the original condition

after sailing. No adjustments may be made to the hardware of the running rigging, including the mainsheet cam cleat.

3.5 Reefing Lines: All boats and sails are equipped with reefing lines and ties. Removal or altering of reefing lines is prohibited and is grounds for disqualification.

3.6 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 team is not able to make the assessment themselves, it is their responsibility to ask CSC for guidance/assistance at the beginning of the season and at least 30 minutes prior to any skippers' meeting.

3.7 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.

3.8 All boats shall carry safety gear prescribed by government regulations, including a suitable anchor and line, a pump or bailing bucket, paddle, sound device, and one Type IV throwable device. CSC shall provide this safety gear, but it is the sole responsibility of each team to check that all safety gear is in the boat prior to leaving the dock.

4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board outside 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 will be changed for each day of the regatta. A boat assignment sheet will be posted on the Official Notice Board and at the CSC Front Desk each day.

7 SCHEDULE OF RACES

7.1 Races in this series shall be held between November 14, 2020, and March 20, 2021, on the following Saturdays:

- Series 1: November 13, 20, December 4, 11, 18
- Series 2: January 8, 15, 22, 29, February 5
- Valentine's Day Regatta: February 12
- Series 3: February 19, 26, March 5, 12, 19
- Make-up Day : March 26 (may be used for any series by sliding dates forward)

The Make-up Day may be used for any series at the discretion of the OA. When used, dates of later race days in the three series will be moved forward one week in the calendar. It is the intention of the OA to use the make-up day for any series when racing is cancelled on two days of the series. Given that, the make-up day will not be used for Series 1 if racing is cancelled on a single day in that series, preserving it for use later in the season. If the make-up day is not used for any of the three series, it will become a "free" race day and not counted in any standings.

7.2 The schedule of events each Saturday shall be as follows:

- 1130 Skipper's meeting
- 1200 First warning
- Racing shall continue at the discretion of the Race Committee (RC)
- No warning signal shall be given after 1500 unless commercial traffic has interrupted racing, in which case, the time of the final warning signal may be extended to 1530 at the discretion of the Race Committee.

7.3 Awards will be presented shortly after the conclusion of racing for each series.

7.4 Racing for a given day may be canceled due to weather at the discretion of the OA. The OA may attempt to reschedule such cancellations.

8 RACING AREA

The racing area is the Boston Inner Harbor.

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 course.

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.

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. In order to assist competitors when sound signals might be inaudible, the sound signals may be supplemented by visual flag signals as indicated in the table below. If there is a discrepancy between flags and sound signals, the sound signals shall prevail. This changes both Appendix U and Rule 26.

Time	Sound	Flag	Meaning
4:00+	1 sound signal	AP, if flying, Down, Penalty flag, if any, Up	Time is approximately 4 minutes from start
3:00	3 long	1,2, and 3 Flags Up	Warning Signal

2:00	2 long	3 Flag Down 1 and 2 Flags remain Up	Preparatory Signal
1:30	1 long, 3 short		
1:00	1 long	2 Flag Down 1 Flag remains Up	
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	1 Flag Down	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 instructions from the 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 Penalties Taken at the Time of the Incident

Rule V1 applies: The first two sentences of rule 44.1 are changed to "A boat may take a One-Turn Penalty when she may have broken a rule 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."

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

13.3 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. Boats thus retiring are unable to exonerate themselves although they may be eligible for redress. This changes RRS 44.

14 TIME LIMIT

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

14.2 Boats that finish more than 30 minutes after the first boat in the 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.

15.2 Series Scoring: For each of the three series in the Frostbiting Season, 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 potential 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 75 percent of the races completed. The qualified team with the highest series score is the winner, and others are ranked accordingly.

15.3 Season Scoring: For the entire Frostbiting Season, high point percentage scoring will be used, with no discarded races. The high point percentage for the season will be computed 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. Scores resulting from redress or penalty in each series will stand unchanged. To qualify for inclusion in the final series results a team shall compete in at least 75 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 and 62.

16.2 RRS 62.1(b) is changed to “swamping, capsizing, disablement, injury, or physical damage 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 the 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.” Competitors are reminded to inspect knots, halyards, sheets, control lines, tiller extension and fittings, shackles, cotter pins, and cotter rings (‘ring dings’) used the secure stays to the hull or blocks to the boom, mast, traveler, or boat, before leaving the dock. If they do not do so, they should not expect relief when simple and preventable failures occur.

16.4 Written protests and requests for redress shall be delivered to the chair of the Protest Committee not later than 30 minutes after the Race Committee boat docks. Protest 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. It is the responsibility of the fleet to adjudicate any protests. CSC has no role in any protest hearing beyond providing a location and materials to conduct a hearing. Protest committees may be formed of disinterested competitors. All competitors are reminded that “any party to the hearing who believes a member of the protest committee is an interested party shall object as soon as possible” [RRS 63.4].

16.6 The Protest Committee shall provide the OA with completed protest forms, including Facts Found, Conclusions and Rules That Apply, and Decision, after the conclusion of any protest hearing.

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 are prepared for the conditions of winter sailing, take all necessary safety precautions (including preparing the boat and obtaining proper clothing and gear), and do 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. This changes the preamble to Part 4 of the RRS.

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 impossible, immediately after arrival ashore.

18 PROPER LOOKOUT

18.1 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."

18.2 Boston Harbor is a major commercial traffic area. Please note that all large deep draft commercial vessels have the right of way under all circumstances. The race committee maintains radio contact with the harbor pilots and, upon their request or on its own discretion, may abandon a race in progress or delay a start for the passage of such vessel. When it is necessary to abandon a race in progress the committee boat will indicate which side of the ship channel you must immediately sail to and await the passage of the vessel. In calm conditions the committee boat may tow you out of the channel. However, it is each team's responsibility to sail safely and prudently at all times.

19 COLLISIONS CAUSING DAMAGE

19.1 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. This changes RRS 44.

19.2 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.

20 LIABILITY

20.1 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 based upon the Facts Found and Conclusions of the Protest Committee. 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 shall share the cost of repair equally, and will be billed accordingly.

20.2 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), except 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.

20.3 Any damage to a boat that is not reported to CSC Front Desk will be assumed to be the responsibility of the last team that sailed the boat. All competitors are strongly encouraged to inspect their boat, prior to leaving the dock and after returning to the dock, for damage and report such damage.

21 COMPETITOR CONDUCT

21.1 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.

21.2 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 day, series, or season, and additional action may be taken under RRS 69.

Date of issue: November 2021