



COURAGEOUS SAILING

COURAGEOUS Challenge 2024

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

Organizing Authority: 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 68(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 be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.
- 1.5 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 Each team should check-in at the CSC Front Desk prior to the skipper's meeting and before sailing.
- 2.3 All competitors shall provide an online [Courageous Sailing Center waiver](#). It is the responsibility of the team captains and skipper to ensure that everyone on the team has signed a waiver before using the Courageous docks and boats. No individuals may be on the CSC dock or boats without signing a waiver.
- 2.4 All teams must race with one skipper and between one and three crew. No fewer than two and no more than four team members may race at any time.
- 2.5 Teams may rotate crew at any time at their own discretion.
- 2.6 Teams may rotate skippers at any time at their discretion. Skippers must be approved in advance by the OA [Executive Director, Adult Program Director, or in their absence, the designated Principal Race Officer].

3. EQUIPMENT

3.1 Boats: Rhodes-19's, 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.

3.4 Running rigging: Any adjustments made to running rigging must be returned to 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. These may not be removed.

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 prior to any skippers meeting.

3.7 All boats shall carry safety gear prescribed by government regulations, including a suitable anchor and line, a pump or bail 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 outside 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

Teams will be assigned their boat and shall use their assigned boat for the duration of the event unless otherwise instructed by the OA.

7. SCHEDULE OF RACES

7.1 Racing will take place each Monday in June. Official Race days are Mondays, June 3, 10, 17 and 24.

7.2 The schedule of events for each Monday shall be:

1800 Skippers' Meeting (when necessary)

1830 First Warning

Racing will continue at the discretion of race committee.

7.3 Unless excused by the OA, attendance at the skippers' meeting is mandatory.

7.4 Racing for a given day may be canceled at the discretion of the OA. Races may also be abandoned when conditions do not permit their completion.

8. RACING AREA

The racing area is the Boston Inner Harbor.

9. COURSES

9.1 The [Courageous Course Diagram](#) illustrates the seven possible courses. Course 4 is typically used.

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 The Principal Race Officer (PRO) and Race Committee (RC) will determine the course type and the location of all races.

10. MARKS

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

12. THE STARTING AND FINISHING LINES

The starting line will be between the pin-end mark and the RC flag on the RC 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 RC boat.

13 SIGNALS ON THE WATER

13.1 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.

<u>Time</u>	<u>Sound</u>	<u>Meaning</u>
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

13.2 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.

13.3 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.

13.4 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 Race Committee so that they can sail to a safe location until the traffic has passed.

13.5 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.

14 PENALTIES

14.1 Penalties Taken at the Time of the Incident

The first two sentences of rule 44.1 are changed to “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 while racing.”

14.2 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.

14.3 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.

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

15 TIME LIMIT

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

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

16 SCORING

16.1 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.

16.2. Series Scoring: Low-point scoring will be used, discarding the worst 25% of scores for all teams. Scores resulting from disqualification (DSQ) shall not be excluded. This changes RRS 90.3(b).

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 A boat intending to protest shall inform the other boat at the first reasonable opportunity [RRS 61.1(a)], by hailing “Protest” and the sail number of the protestee, and need not display a red flag [RRS 61.1(a)(2)].

17.2 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.

17.3 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.”

17.4 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.”

17.5 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.

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

18 SAFETY

18.1 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.

18.2 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.

18.3 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.

18.4 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.

18.5 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.

19 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.”

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. 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.

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), 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.

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 regatta and additional action may be taken under RRS 69.

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