



PARK CITY SAILING ASSOCIATION

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Park City Sailing Association Fall Regatta

September 10th and 11th, 2022
Jordanelle State Park, Utah, USA

Sailing Instructions (SIs)

Note: Competitors are reminded to read the Notice of Race (NoR), published at <https://sailpc.org/racing>, in conjunction with these SIs. The NoR addresses a number of rule changes that apply to this event.

If there is any inconsistency between these SIs and the NoR, the text in these SIs takes precedence,

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including modifications listed in the NoR and these SIs.

1.2 In order to inform the protestee boats are not required to display a red flag. This changes RRS 61.1.a.2.

1.3 In the event of any hull to hull, hull to spar or spar to spar contact involving an Elliott 6M boat the protest committee shall consider damage to have occurred even if such damage is not visible.

(For a further discussion of this see attached note A.)

1.4 The US Sailing prescription Appendix U applies and is modified as follows:
In U5 the word "adequate" is deleted.

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1.5 The first sentence of RRS 44.1 is modified to read as follows:

"A boat racing **on Circle 2** may take a One-Turn penalty when she may have broken one or more rules of Part 2 in an incident while *racing*."

NB – This changes NoR 1.3, such that boats racing on Circle 1 must conform to the unmodified RRS regarding penalties.

1.6 Use of electronic aids to navigation is not permitted while racing in the Elliott 6M fleet.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Changes to the sailing instructions will be posted before 0900 on the day it will take effect or may be announced at the Competitors' Meeting, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATION TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at <https://sailpc.org/racing>

3.2 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from race officials.

4.2 Competitors and support persons shall comply with the COVID-19 Mitigation Procedures described in Addendum C.

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5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the dock next to the Personal Watercraft Ramp.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 The schedule of races is described in the NoR.

7 CLASS FLAGS

- 7.1 The Race Committee shall communicate the next class to start by hail and/or noticeboard on the signal boat starting no later than the attention signal for that class. Competitors should remain in the vicinity of the signal boat while awaiting such hails and/or postings.

Class flags and/or symbols to be used on noticeboards will be described at the Competitors' Meeting.

8 RACING AREA

- 8.1 The racing area is the Jordanelle Reservoir. There will be two Race Committee signal boats, one for each course circle. The signal boats in use will be described during the Competitors' Meeting.

The circle 1 start/finish line will be located in the area southeast of the Personal Watercraft Ramp.

The circle 2 start/finish line will be located in the area southwest of the Personal Watercraft Ramp.

Classes assigned to each circle will be detailed at the Competitors' Meeting.

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9 COURSES

- 9.1 The courses are described in SI Addendum A.
- 9.2 The Race Committee shall communicate the course by hail and/or noticeboard on the signal boat starting no later than the attention signal for the next class to start. Competitors should remain in the vicinity of the signal boat while awaiting such hails and/or postings.

10 MARKS

- 10.1 Marks to be used are described below:
 - 1) Orange balls
 - 2) Orange inflatable cylinder (Circle 1 only)
 - 3) Orange inflatable tetrahedron (Circle 1 only)
 - 4) White balls (may be set for the end of the start or finish lines)
 - 5) Additional moveable marks may be used. If so, they will be described during the Competitors' Meeting

11 OBSTRUCTIONS

- 11.1 The following objects and line are designated as obstructions:
 - 1) The start and finish lines at signal vessels, except for:
 - a) Boats from their class warning signal until they have started.
 - b) Boats approaching the line to finish until they have finished and cleared the line.
 - c) Boats sailing a course where a mark that bounds either the start or finish line is the next mark they must round.
 - 2) Floating logs (because the full extent of semi-submerged logs is hard to determine, irrespective of their size they are defined as obstructions).

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12 THE START

12.1 Races will be started using the Audible-Signal Racing System in RRS Appendix U, with amendments as listed in the NoR. This changes RRS 26.

This sequence is also described in SI Addendum B.

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

12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.4 A boat that does not start within 3 minutes after her starting signal may be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.5 The start and finish lines at the signal vessel is closed to all boats, except for:

- a) Boats from their class warning signal until they have started.
- b) Boats approaching the line to finish until they have finished and cleared the line.
- c) Boats sailing a course where a mark that bounds either the start or finish line is the next mark they must round.

Boats that cross the start or finish lines at any other time may be scored NSC "Did Not Sail The Course" without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 These Sailing Instructions modify RRS 33 – after the start signal, without making any signals, the race committee may move either or both of the start and finish line marks while the race is in progress.

If the race committee moves the start and finish line marks during a race, the start and finish line marks shall be in position before the first boat passes the last mark of the course and not changed again until after the last boat has finished or the time limit has expired.

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- 13.2 For Circle 1 the windward mark may be alternated between an orange inflatable cylinder and an orange inflatable tetrahedron.

When a course change is signalled at the signal boat, the windward mark will switch to the alternate mark (although the original mark may still be in place, since some boats may still be racing towards it).

After such a change the windward mark will remain the same shape until another change of course is signalled.

14 THE FINISH

- 14.1 The finish line at the signal vessel on Circle 1 is between a staff displaying a blue "RC" flag at the starboard end and the course side of the port-end mark.

The finish line at the signal vessel on Circle 2 is between a staff displaying an orange flag at the starboard end and the course side of the port-end mark.

15 PENALTY SYSTEM

- 15.1 Penalties are discussed in section 1 of these SIs.

16 TIME LIMITS

- 16.1 The time limit is 15 minutes after the first boat finishes.

17 HEARING REQUESTS

- 17.1 For each class, the protest time limit is 30 minutes after the last boat in the class finishes the last race of the day or the race committee returns to the dock, whichever is later.

- 17.2 A request for a hearing may be handed to the Race Committee in hardcopy or sent by email to RaceCommittee@ParkCitySailing.org.

If sent by email the time stamp of delivery to the email box will be used to determine if the request was delivered within the time limit.

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18 SCORING

18.1 RRS Appendix A applies.

19 SAFETY REGULATIONS

19.1 All competitors must wear a Personal Floatation Device (PFD) while on the water in accordance with Jordanelle State Park and USCG rules

19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 TRASH DISPOSAL

Competitors and support person are reminded that overboard disposal of trash is not permitted. Violation of these rules will be considered grounds for protest.

21 PRIZES

21.1 Prizes will be given as described in the NoR.

22 RISK STATEMENT

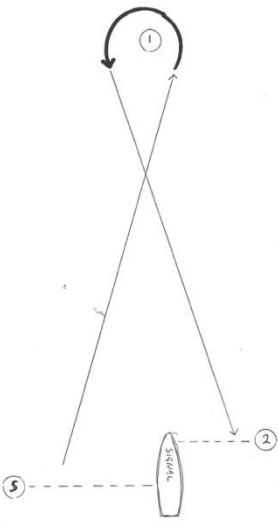
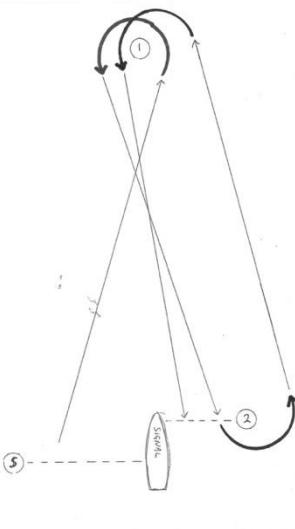
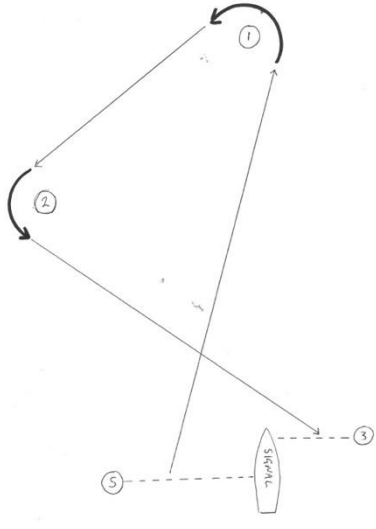
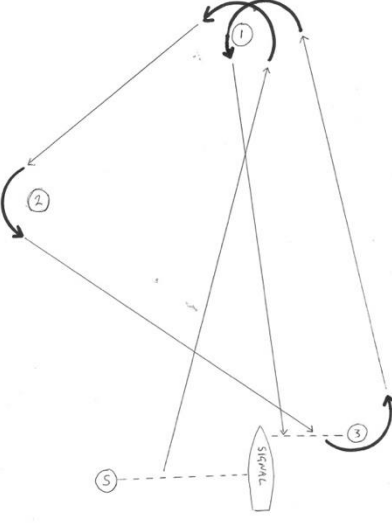
22.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.**

23 INSURANCE

23.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

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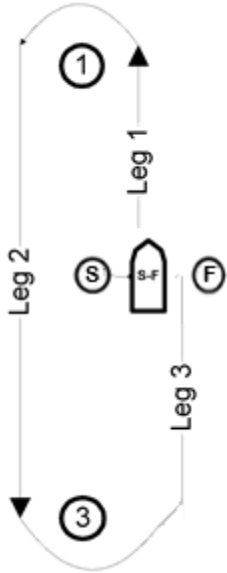
ADDENDUM A: Courses - Circle 1

<p>Course W</p> 	<p>Course W2</p> 
<p>W: Start - 1p - Finish</p>	<p>W2: Start - 1p - 2p - 1p - Finish</p>
<p>Variation W3: Start - 1p - 2p - 1p - 2p - 1p - Finish</p>	
<p>Course T</p> 	<p>Course G</p> 
<p>T: Start - 1p - 2p - Finish</p>	<p>G: Start - 1p - 2p - 3p - 1p - Finish</p>
<p>Variation T2: Start - 1p - 2p - 3p - 1p - 2p - Finish</p>	

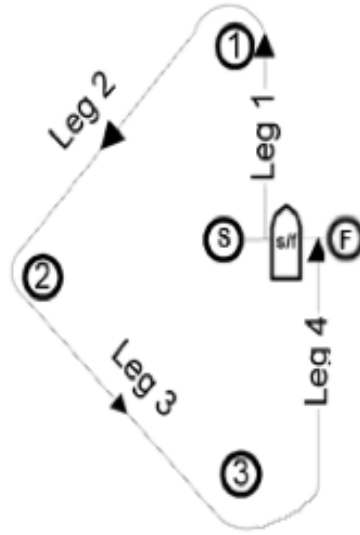
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ADDENDUM A: Courses - Circle 2

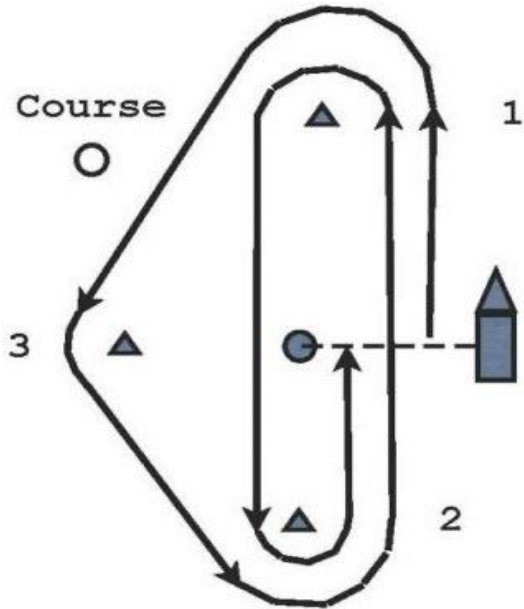
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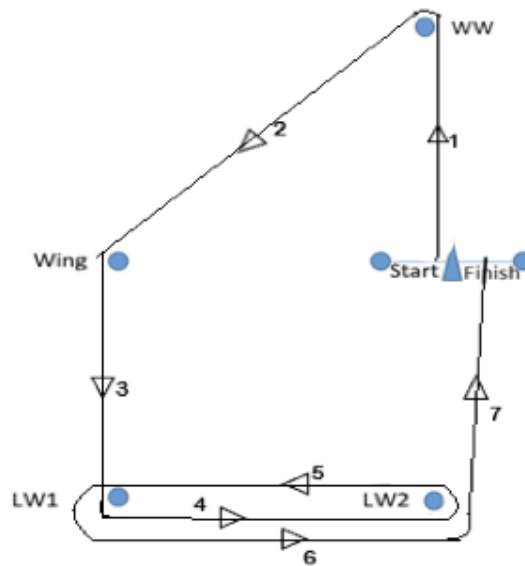
Course "T"



Course "G"



Course "GT"



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ADDENDUM B: Audible-Signal Racing System

<u>Signal</u>	<u>Sound</u>	<u>Time Before Start</u>
Attention	5 short	4 minutes
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	1 short	5 seconds
	1 short	4 seconds
	1 short	3 seconds
	1 short	2 seconds
	1 short	1 second
Starting	1 long	0 (Start)

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ADDENDUM C: COVID-19 Mitigation Procedures

1. **COVID-19 SYMPTOMS:** Participants and Race Committee volunteers must **NOT** come to the Personal Watercraft Ramp if:
 - a. They have been diagnosed with COVID-19 and have not been subsequently cleared for participation by an appropriate medical authority
OR
 - b. They have experienced otherwise unexplained COVID-19 symptoms in the previous 10 days
OR
 - c. If they have been in close proximity to someone with diagnosed COVID-19 in the previous 10 days (although they may come if they wear a high quality mask while indoors or in close proximity to others)
2. **SOCIAL DISTANCING:** All participants accept they are responsible for maintaining social distancing discipline in accordance with Federal, State and Local Government guidelines before, during and after racing.
3. **MASKS:** Face masks are optional, except when in confined spaces (e.g. containers or the Lakeview center) where they are required, except for those who are fully vaccinated. Whenever social distancing (a minimum of 6 feet separation) cannot be readily maintained a face mask is recommended. *A simple buff (which also offers sun protection) is a good option to consider.*
4. **WAIVER:** All participants must sign the Park City Sailing Association Liability Waiver, Medical Treatment, COVID-19 Guidelines & Waiver, Photo & Communications Releases, which is available online at: <https://sailpc.org/waiver>
5. **BREACHES OF THESE PROCEDURES SHALL BE GROUNDS FOR POTENTIAL DISQUALIFICATION FROM PARTICIPATION IN ALL OR PART OF THE REGATTA AT THE DISCRETION OF THE ORGANIZING AUTHORITY**

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Note A:

In the interest of avoiding damage to the club owned Elliott 6M boats, these NoRs define all hull to hull, spar to spar and hull to spar contact between boats when either or both boats is an Elliott 6m as constituting damage whether or not such damage is visible (NoR 1.3).

This rule applies to all boats participating in the regatta.

RRS 14 states that a boat "shall avoid contact with another boat if reasonably possible."

Under RRS 43 "Exoneration", RRS 43.1.c provides for the exoneration of a "right-of-way boat, or one "sailing within the room to which she is entitled" which breaks rule 14 "if the contact does not cause damage".

NoR 1.3 states that in certain circumstances damage will occur whether or not this is visible. Therefore unless it was NOT reasonably possible for a "right-of-way boat, or one "sailing within the room to which she is entitled" to avoid a contact, that boat has broken a rule and must take a penalty.

For examples of this in practice consider the following scenarios (where either boat is an Elliott 6M):

- 1) Two boats are sailing on a windward leg overlapped on the same tack on parallel courses, with clear water to windward.
 - a) The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
 - b) L continues to luff until contact is made between the hulls.
 - c) Both boats have broken the rules and are penalised.
 - i) W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
 - ii) L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is NOT exonerated under 43.1.c because damage (as defined by NOR 1.3) occurred.

Rather than allow the contact to occur, L should have stopped luffing before contact was made and protested W.

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- 2) Two boats are sailing on a downwind leg overlapped on the same tack on parallel courses, with clear water to windward.
- a) The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
 - b) L continues to luff until contact is made between W's spinnaker and L's windward shroud. No damage is visible to the spinnaker (or the shroud).
 - c) Both boats have broken the rules but only W is penalised.
 - i) W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
 - ii) L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is exonerated under 43.1.c because damage did not occur. (NoR 1.3 is irrelevant in this case.)
- 3) Shortly before the start signal a boat (W) is approaching the line with sails luffing and moving very slowly. A boat (L) sailing faster approaches from astern on the same tack and becomes overlapped to leeward with her bow 1/8 of a boat length to leeward of W's transom.
- a) L holds course and W alters course to windward to try to keep clear and avoid contact.
 - b) W's stern quarter makes contact with L's bow.
 - c) Both boats have broken rules but only L is penalised.
 - i) W did not keep clear of L and contact occurred. So W broke RRS 11, however W is exonerated under RRS 43.1.a (L's actions compelled W to break RRS 11). W did not break RRS 14 as it was not reasonably possible for W to avoid contact with L. (Whether damage occurred or not is irrelevant, since W is not exonerated under 43.1.c.)
 - ii) L broke RRS 15 (L did not "initially give the other boat room to keep clear" and RRS 14 (it was reasonably possible for L to have avoided contact with W).
- L should have given W more space and time to react after L acquired right of way (RRS 15), by approaching from astern further to leeward and/or slower. W was NOT required to proactively respond to L's acquisition of rights which did not occur until the overlap began.*