



2020 James Island Y Flyer and Friends Regatta
James Island Yacht Club
734 Wampler Dr. Charleston, SC
October 2-3 2021

SAILING INSTRUCTIONS
Version 05212021 (Posted)
October 1, 2020)

COVID -19 Disclaimer:

The James Island Yacht Club is holding this regatta with several modifications due to the COVID-19 pandemic. This event is a great way to get back together and enjoy being on the water. However, we will follow the CDC, State of South Carolina and local recommendations during this event such as social distancing, frequent hand washing and the **use of a face mask especially when on land**. The safety of our members, guests and staff are the driving force for the modifications to this event. We will monitor the situation daily and make appropriate changes as needed. There is **a release must be signed prior to competing in the regatta**. Please note there will be limited onsite registrations. Our scoring and protest committees will be safely working remotely. Competitors will not need to check-in for this event, so please **make sure that you register online with your correct sail number, email address. Please provide a phone number for Text messages.**

1.0 RULES

- 1.1** This regatta will be governed by current version of The Racing Rules of Sailing 2021 – 2024 (RRS).
- 1.2** The US Sailing prescriptions to rules 63.2 and 63.4 are deleted.
- 1.3** RRS 61.1 (a) is changed by adding 61.1(d) Informing the RC: A boat intending to protest about an incident that occurs in the racing area shall notify the RC Signal or Finish boat of her intention as soon as possible after finishing, without consultation with instructors, coaches or support persons, including (if possible) the sail number of the boat(s) being protested.
- 1.4** In the event of a conflict between the rules in the Notice of Race (NOR) and the Sailing Instructions (SI), the SI shall prevail. This changes RRS 63.7
- 1.5** RRS listed below are changed for **Waszp fleet only** as follows.
 - a.** RRS 42.3(C) is amended to read:
 - i.** When surfing (rapidly accelerating down a wave), foiling (sailing with the hull clear of the water due to the effect of hydrofoils) or planing is possible, the boat's crew may pump the sail in order to initiate surfing, foiling or planning, but only four times for each wave or gust of wind.
 - ii.** Add to RRS 42.3: Rapid and /or repetitive body movements through contact with the hull or wings or similar actions that exert force upon the boat for the specific purpose of promoting foiling are allowed so long as the crew is positioned fully within the wing frame.
 - iii.** Add to RRS 42.3: A boat's crew may pump the mainsail repeatedly to rotate the battens and camber inducers after gybing or tacking.
 - iv.** The Equipment Rules of Sailing (ERS) Part I – Use of Equipment shall apply.

2.0 ELIGIBILITY

- 2.1** The regatta is open to Y Flyer, Waszp, Lightning and J/24 yachts.
- 2.2** Lightnings will compete on Sunday only.
- 2.3** Local competitors should launch from their home club.
- 2.4** Out of town Y Flyers, Lightnings and Waszps launch from James Island Yacht Club.
- 2.5** J/24s are based at Charleston Yacht Club.

3.0 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the entrance of the club's Florida room, listed on Yacht Scoring (<https://www.yachtscoring.com/emenu.cfm?eID=13175>) and will be sent to the competitor's registration email and phone text.

4.0 CHANGES IN THE SAILING INSTRUCTION

- 4.1 Any change to the sailing instructions will be posted on Friday at the conclusion of the skipper's meeting, by 1100 on Saturday and on Sunday by 1000 hours.
- 4.2 Oral changes to the Sailing Instructions may be given on the water by hail via VHF from the Signal Boat under code flag "L" in accordance with RRS 90.2 (c). Changes must be made before the warning signal.

5.0 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the club's flagpole and communicated via email and/or text.
- 5.2 When code flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the RRS Race Signal "AP."


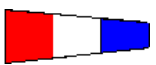

6.0 SCHEDULE OF RACES

6.1 Races are scheduled as follows:

Saturday	Sept 26	1200 1255	Online registration closed First Warning, All Classes MINUS Lightnings
Sunday	Sept 27	1200 1630	First Warning, All Classes Cutoff for Starts Awards Ceremony – Following the Protest Time Limit on Zoom Prizes will be mailed to winners

6.2 The number of races to be sailed will be as many as possible.

7.0 CLASS FLAGS

Y Flyer	Y Flyer Class Flag or Numeral 1 Pennant	Y Flyer Class Flag
Waszp	Waszp Class Flag or Numeral 2 Pennant	
J/24	J/24 Class Flag or Numeral 3 Pennant	
Lightning	Lightning Class Flag or Numeral 4 Pennant	

8.0 RACING AREA

8.1 Attachment A shows the intended location of the racing course area.

9.0 COURSES

- 9.1 The diagrams in Attachment B show the courses with the order in which marks are to be passed, and the side on which each mark is to be passed.
- 9.2 No later than the warning signal, the RC signal boat will display the course to be sailed.

10.0 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions: “middle ground” as identified in Attachment A.

11.0 MARKS

- 11.1 Marks LGP and LGS collectively are the Leeward Gate. Mark WM is the Windward Mark. Mark GM is the Gybe Mark.
- 11.2 Boats shall sail between the gate marks for their course from the direction of the previous mark(s) and round either gate mark. In the event that one of the gate marks is missing, boats shall leave the remaining mark to port.
- 11.3 The angles from marks WM to marks LGP/LGS may be changed up to 15 degrees in either direction to compensate for wind/current differences without signals or change marks, provided the change is made before any boats begin that leg. This changes RRS 33.
- 11.4 The marks planned to be used are listed below. The RC may substitute other marks as needed and will announce the changes either at the skipper’s meeting or on the water via VHF per SI 4.2.

Mark WM (Windward Mark)	Orange Cylinder
Mark GM (Gybe Mark)	Yellow Cylinder
Starting Mark	Orange Sphere
Marks LGP, LGS (Leeward Gate)	Orange Cylinders
Finish Mark	White Sphere

12.0 THE START

- 12.1 Each day, prior to the 1st warning signal, every boat, intending to race, shall sail past the stern of the RC Signal boat to hail their sail number and be acknowledged by the RC. Failure to do so may be protested by the RC only.
- 12.2 Races will be started using RRS 26.
- 12.3 The starting line will be between the staff displaying an orange flag on the RC signal boat on the starboard end of the starting line and the port end orange starting mark. A boat that has not met the definition of *Start* within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This is in addition to rules A4 and A5.

13.0 THE FINISH (Reaching Finish)

- 13.1 All boats shall sail between the Leeward Gate Marks from the windward side of the course and reach to the finishing line as the final leg of their course.
- 13.2 The finishing line for all courses will be between a staff displaying a blue flag on the Signal Boat at the starboard end of the finishing line and a nearby finishing mark.
- 13.3 Any boat that does a two-turns or one-turn penalty will report this fact to the race committee as soon as possible after finishing via VHF radio preferably or by verbal hail, giving them the sail number of the boat doing the penalty turns. Only the RC may protest a boat if this rule is broken.

14.0 PENALTY SYSTEM

- 14.1 Appendix V shall apply.

15.0 TIME LIMITS

- 15.1 The time limit for the first boat of each class to pass the first *mark* will be 30 minutes.
- 15.2 The time limit for the first boat in each class to finish is 1 hour.
- 15.3 Boats failing to finish within **30 minutes** after the first boat sails the course and finishes will be scored Time Limit Expired, TLE. This is an addition to RRS 35 and A4.1.

16.0 PROTESTS AND REQUESTS FOR REDRESS

- 16.1** Protest forms are available at the JIYC race office. Protests and request for redress or reopening shall be delivered there within the protest time limit. Protests may be delivered electronically to the Chief Judge, the PC secretary or their designee.
- 16.2** The **protest time limit is 60 minutes after the Committee Boat reaches the dock**. The same protest time limit applies to all protests by the Race Committee and Protest Committee and to requests for redress resulting from incidents on the Race Course.
- 16.3** The time limit for requesting redress based on posted scores shall be 30 minutes after the scores are posted.
- 16.4** Notices of scheduled protest or requests for redress hearings will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or may be parties affected by a request for redress.
- 16.5** Hearings will be held in the jury room, located at the meeting room or by electronic means.
- 16.6** Notices of protests by the Race Committee or Protest Committee will be posted on the official notice boards (SI 3.0) to inform boats under rule 61.1(b) and 61.1(c).

17.0 SCORING

- 17.1** Low point scoring system will be used as describe in Appendix A except that:
 - a.** A boat's worst score shall be excluded, subject to 90.3 (b), only after five races have been sailed. This changes A2.1.
 - b.** The first Y-Flyer to finish in each race will be awarded $\frac{3}{4}$ points. This changes A4.1.
- 17.2** One (1) race is required to be completed to constitute a series.
- 17.3** Boats scored TLE will receive 2 points more than the number of boats that finished.

18.0 SAFETY

- 18.1** An appropriate personal floatation device must be carried for each person, on each boat from the time the boat leaves the shore until the time the boat returns to the shore.
- 18.2** A boat that retires from a race shall notify the race committee as soon as possible.
- 18.3** A boat and its crew shall at all times *keep clear* of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail their proper course or carry out their commercial functions in a normal manner.
- 18.4** A boat whose actions or maneuvers result in a Danger Signal (5 Horns or Sounds) from a commercial vessel may be protested.
- 18.5** Only the RC or PC may protest a boat under this Sailing Instruction. This is in addition to RRS 60.1.

19.0. SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or the race committee signals a postponement, general recall or abandonment.

20.0 RADIO COMMUNICATION

- 20.1** A boat shall neither make radio transmissions while racing, except for emergencies or to notify the RC of intent to protest or intent to retire from a race, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 20.2** The Race Committee will use VHF channel 69 for Competitor and RC Communications. Alternate channels may be used at the discretion of the Race Committee as needed.

21.0 PRIZES

Prizes will be given as follows:

The number of trophies will be determined by the number of boats entered in each class as follows:

Places Awarded per Class	Number registered per Class
1 st	4 to 6
1 st , 2 nd	7 to 9
1 st , 2 nd , 3 rd	10 to 14
1 st , 2 nd , 3 rd , 4 th	15 to 19
1 st , 2 nd , 3 rd , 4 th , 5 th	20 or more

22.0 RISK STATEMENT

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.**



Attachment B (Marks & Courses)

WM 

Course	Marks
WLI	SL → WM-Port → LG → FL
WL2	SL → WM-Port → LG → WM-Port → LG → FL
WL3	SL → WM-Port → LG → WM-Port → LG → WM-Port → LG → FL
GM1	SL → WM-Port → GM-Port → LG → FL
GM2	SL → WM-Port → GM- port → LG → WM-Port → LG → FL

GM 

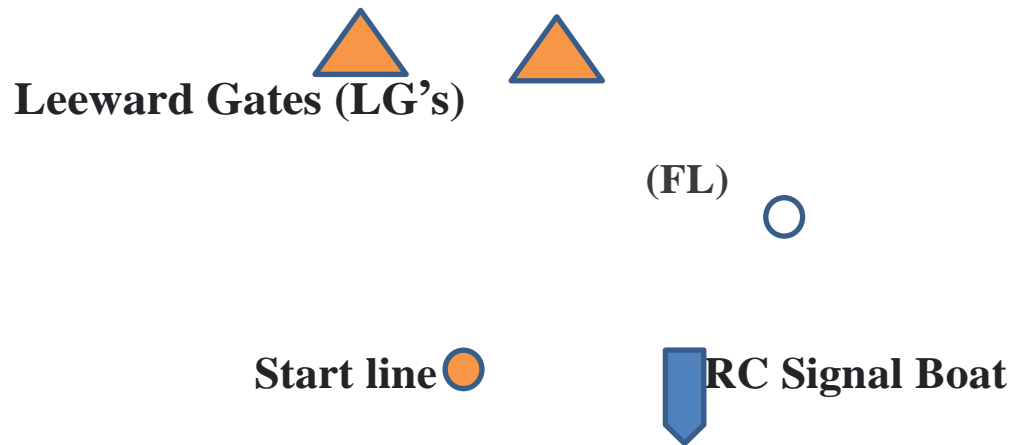


DIAGRAM NOT TO SCALE