

# Concord Sailing Center 2024 Osprey Cup Youth Regatta October 26, 2024 SAILING INSTRUCTIONS



**Organizing Authority:** Concord Sailing Center

**Rules:** The Osprey Cup Regatta will be conducted in accordance with the Racing Rules of Sailing (RRS), latest edition, and the US Sailing Prescriptions (USSP), as modified by these Sailing Instructions (SI).

**Rules Change:** Boats do not need to have class approved or matching sail numbers in order to compete, as long as the boat can be clearly identified by the Race Committee. This modifies RRS 77, Appendix G and USSP Appendix G1.

**Rules Change:** Boats are assumed to be equipped with manufacturer standard features and will not be measured. Boats that do not conform to class rules do not require written permission from the class association but will require the approval of the Organizing Authority. Any boat that includes equipment that violates the spirit of level competition may race but will not be scored with the rest of the fleet. This modifies RRS 78.

**Notices and Changes:** Notices to competitors, and changes to the SI will be posted on the Club bulletin board if changes are made less than 1 day prior to the start of the race in which they will apply. Cumulative changes will be updated on the Club web site.

## **Race Times:**

Saturday – first warning 1100h, last warning NLT 1630h.

**Racing Areas:** Race areas are at the discretion of the Race Committee PRO. The general racing area is the area of Fort Loudoun Lake, in the vicinity of Concord Yacht Club, near mile marker 616.

**Exclusion Zone:** An area west of a line from the green navigational light in front of CYC to the No Wake buoys is designated as the “CYC Mooring Field”. Courses shall be set to avoid this area and competitors will avoid it while racing.

**Courses:** All courses will be windward-leeward or modified Harry Anderson as shown below and described at the Competitors’ Meeting. Marks will be left to port, except for mark 3 of the Harry-A course. Courses to be sailed will be indicated on the side of the RC boat as either Windward-Leeward (WLX) or Harry-A (AX). Multiple circuits may be

indicated with numbers, such as WL2X. If an offset mark is used the course will indicate WLOX or WLO2X.

**Marks:** Marks will be some combination of inflatable markers. Specific marks (color and size) will be described at the Competitors' Meeting.

**Check In:** All competitors are expected to check in with the RC, prior to their first start, and identify the boat to the RC. O'Pen Skiffs will be identified by sail number. 420s will be identified by hull number. A boat that retires from the race shall notify the RC as soon as possible.

**Class Flags:** The class flag for O'Pen Skiffs will be the flag with the letter "D" stamped on it. The class flag for the 420s will be the flag with the letter "K" stamped on it.

**Start/Finish:** The starting sequence will be governed according to Appendix U Audible-Signal Racing System of the USSP. All fleets will use the same start and finish lines. Fleet starts will be indicated by the Class Flag flown. An extended Gather signal will be made 1 minute prior to the 3-minute audible start sequence. The Start/Finish line will be closed. This modifies RRS 26.

As a reminder, before their Preparatory signal, boats not racing will avoid those racing. While in the vicinity of the race course, the usual rules (port/starboard, windward/leeward etc) apply regardless of which fleet you are racing in.

**Time Limits:** If no boat has passed the first mark within 15 minutes, the race will be abandoned. If no boat finishes the course within 30 minutes, the race will be abandoned. Boats failing to finish a race within 10 minutes after the first boat sails and properly finishes the course will be scored TLE (Time Limit Expired). Boats scored as TLE will receive a placing one place worse than the last boat to properly finish in time. In order to be scored TLE a boat must be attempting to finish the race, i.e. proceeding under sail towards its next proper mark on the course. Boats which started properly but are no longer attempting to complete the course will be scored DNF (Did Not Finish). Boats scored as DNF will receive a placing one place worse than the number of boats starting the race. The signal to abandon a race will be three audible sound signals. This changes rules 35, A4 and A5.

**Commercial Traffic:** Large commercial traffic on the water (barges) will be treated according to the International Regulations for the Prevention of Collisions at Sea. In the event that commercial traffic passes through the race course during a race, that race may be abandoned at the discretion of the Race Committee PRO.

**Weather:** Lightning within a 10 mile radius will cause the race to be abandoned with competitors immediately returning to shore under a postponement.

**Safety Equipment:** All competitors are required to wear approved PFDs for all on-water activities.

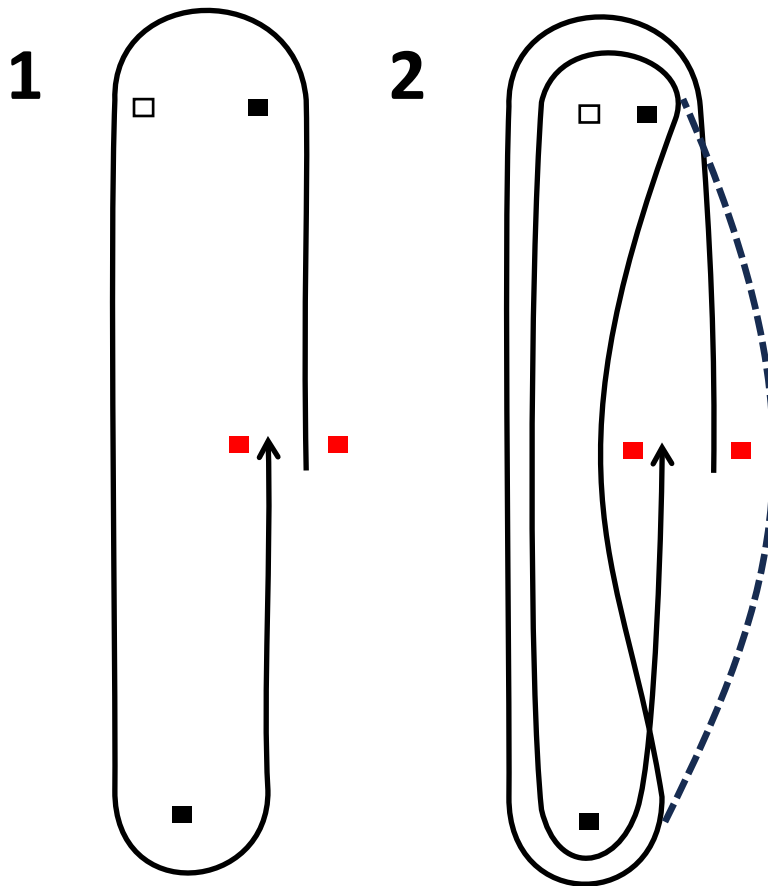
**Protests:** A boat wishing to protest will inform the other boat(s) and will inform the RC immediately upon returning to shore. The RC will sound a single extended sound upon the RC returning to the dock. The PRO will be available to receive protests for 60

minutes after the sounding of the signal. Protests must be communicated to the PRO during this time.

**Scoring & Awards:** A low point scoring system will be used in accordance with Appendix A of the RRS. All races will count towards the final score. Completion of one race will constitute a Regatta. Awards will be made to the first three places in each fleet. A separate award will be made for the highest scoring competitor age 13 and under. High School teams which require boat rotations to allow more participants will assign A and B fleet members and scores will be combined into a single final result for each boat. Skipper/crew pairings will remain the same throughout the regatta but roles on the boat may be reversed at any time.

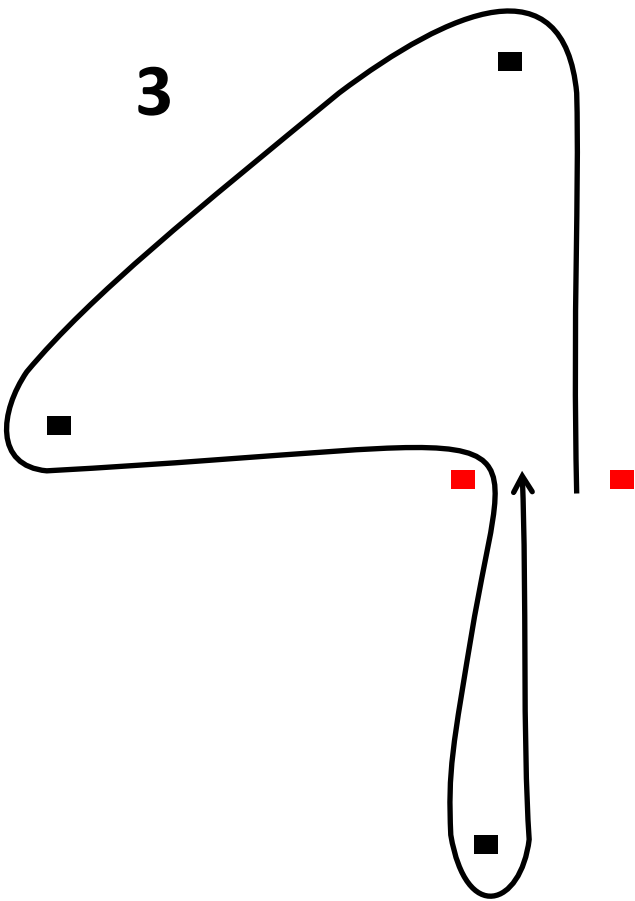
**Liability:** Competitors participate in this regatta entirely at their own risk. See RRS #4, Decision to Race. CSC/CYC will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the Regatta.

## Race Courses



The Windward-Leeward course with offset mark.

At the PRO's discretion, the start/finish line may be **closed** (may not pass between the committee boat and start mark either upwind or downwind), allowing the other fleet to start.



The Harry-Anderson (Harry-A) is a modified triangle course. This course puts a hitch mid-way through the downwind leg, requiring a diversion around the starting pin (to starboard) before continuing to the leeward mark and leaving it to port as usual.