

SCHEDULE, GENERAL INFORMATION AND *Sailing Instructions*

21ST ANNUAL

STINGRAY POINT REGATTA

SEPTEMBER 5 & 6 , 2015

FISHING BAY YACHT CLUB

DELTAVILLE, VA

STINGRAY POINT REGATTA SCHEDULE

SATURDAY AND SUNDAY SERIES RACES

Check In will be held on Friday, August 29. SKIPPERS MUST CHECK IN DURING THIS PERIOD and pick up their registration packet with official Entry List, Sailing Instructions, and any Addendums to the Sailing Instructions.

Friday, September 4, 2015

1600 – 1745 Check-In For the Saturday and Sunday Series
1800 **Mandatory** Skipper's Meeting adjacent to the Official Notice Board
1830 Welcome – Casual Reception Followed by Distance Race Awards

Saturday, September 5, 2015

0800 – 0900 Continental Breakfast
1100 First Warning for Race One
1830 – 2230 Dinner, Awards and Live Entertainment

Sunday, September 6, 2015

0800 – 0900 Breakfast
1100 First Warning for Race One
1500 or asap Casual Reception Followed by Awards

GENERAL INFORMATION

1. Race Headquarters will be located in the FBYC main clubhouse. Race Headquarters will be open for Check-In for the Distance Race from 0900-1030 on Friday, September 4, 2015 and for the Saturday and Sunday Series from 1600 to 1745 also on Friday.
2. There is limited parking at FBYC. Please follow instructions from the Parking Attendants. **DO NOT PARK** in areas designated **NO PARKING ZONES**. Vehicles found parked in **NO PARKING ZONES** will be towed at the owner's expense.
3. Camping is allowed in designated areas only. Water at the club is drinkable, but water supplies are limited. Please conserve water whenever possible.
4. The legal drinking age in Virginia is 21. Proof of age will be required to be served alcohol; minors will not be served alcohol. Intoxication or discourteous behavior will be grounds for expulsion from the event. Skippers and owners will be responsible for removing expelled crews and guests from the FBYC grounds. **A BOAT IS SUBJECT TO IMMEDIATE DISQUALIFICATION IF ANY OF ITS UNDER-AGE CREW IS FOUND CONSUMING ALCOHOL.**
5. FBYC is located in a residential area. We ask all participants to respect our neighbors and to minimize noise after 2300. Please **OBEY the 15 MPH speed limit along the waterfront on Fishing Bay Road.**
6. Sail repair and rigging service will be available at Latell Ullman Sails, located on Rt. 33 in Deltaville, cell# (804) 436-6644.

SAILING INSTRUCTIONS

STINGRAY POINT REGATTA SATURDAY AND SUNDAY

SERIES

FISHING BAY YACHT CLUB

DELTAVILLE, VA

September 5 and 6, 2015

1. RULES

The regatta will be governed by the 2013-2016 Racing Rules of Sailing (RRS), except as they are altered by these Sailing Instructions. If there are any discrepancies between the Notice of Race and these Sailing Instructions, the Sailing Instructions take precedent.

2. OFFICIAL NOTICES

The Official Notice Board, located on the north side of the Main Clubhouse, will be used to advise contestants of changes in these Sailing Instructions and published starting times, protest meetings, and other official information. Notices affecting the day's races will be posted by 0830 on Saturday and by 0800 on Sunday. Notices affecting the schedule of races will be posted by 1830 on the day prior to the day such notices are effective. If a notice is posted, code flag "L" will be displayed on "Mr. Roberts" at her berth on the center dock in Jackson Creek. Posting of such notices shall be deemed notification of all contestants.

3. SIGNALS MADE ASHORE

- a) Signals made ashore for both courses will be displayed from the Mr. Roberts at her berth, as described above.
- b) Code flag "AP" with two sounds indicates: "The races are postponed." The warning signal will be made no earlier than 75 minutes after Code Flag "AP" is lowered with one sound. This changes RRS Race Signals "AP".
- c) Any postponement ashore and/or the intentions of the Race Committee regarding the start of racing or the relocation of the race course will be broadcast on the designated VHF radio channel shown in paragraph 4(a) below at approximately 0830 on Saturday and Sunday.

4. RADIO USE

- a) VHF channel 69 will be used by the Race Committee for communications to the fleet. The Race Committee will limit responses to transmissions from competitors except to acknowledge retirements, notifications of protests, acknowledgement of infringements, or requests for emergency assistance.
- b) The Race Committee may announce course descriptions prior to the race as well as shortening and change mark information, plus any other announcements they deem appropriate.
- c) Failure to transmit or, the failure of competitors to hear radio transmissions, are not grounds for Requests For Redress.
- d) These radio transmissions do not override any actual RC signals or course board information.

5. SCHEDULE OF RACES

Up to 4 races (which may vary by class) will be attempted on Saturday, and up to 3 races (which may vary by class) will be attempted on Sunday.

Races are scheduled as follows:

Saturday, Sept. 5, 2015	1100 1 st warning signal Additional races to follow
Sunday, Sept, 6, 2015	1100 1 st warning signal Additional race to follow

6. CLASS FLAGS

A list of boats by class, will be posted on the Official Notice Board by the start of the Skipper's Meeting on Friday at 1800, along with a flag designation for each class. Class flags shall be flown from the backstay at all times while the boat is racing. Class flags will be as shown below and will be used as the class flag for the starting sequence.

<u>ANTICIPATED CLASSES</u>		<u>Course Board</u>	
<u>Class</u>	<u>Class Flag</u>	<u>Class Designation</u>	
J-70	--	J	
PHRF A1	Code Flag 9	A1	
PHRF A2	Neon Green streamer*	A2	*(included in race package)
PHRF B	Code Flag 6	B	
PHRF C	Code Flag 7	C	
PHRF Non-Spin.	Code Flag 5	N	
Cruising (Non Sanctioned)	White Flag	W	

7. RACING AREA

- The Race Course will be in the general vicinity of Piankatank River mark "3" (FBYC "C")
- There will be no heavy weather relocating. If at the discretion of the RC the conditions are too severe, N over A will be displayed with no races being held for the day.

8. COURSES

- The attached Course Diagrams illustrates the course options. All rounding marks will be left to PORT.
- No later than the warning signal, the Race Committee Signal Boat shall display the course to be sailed for each class, the approximate magnetic compass bearing to the first mark, and the approximate distance to the first mark in nautical miles. If the course, bearing, or distance is unchanged for a later class or classes, there shall be a blank on the course board.
- Any course designation including an "S" means the finish line will be on the opposite side of the Signal Boat from the starting line. This typically will be the Starboard side of the Signal Boat.
- Courses displaying a numeral specify the number of legs to sail, typically 4 or 6, 3 or 5.
- For all courses, the Leeward Mark (#3) is not a mark of the course on the first upwind leg. Nor is it a mark of the course during the final downwind leg of all downwind finishes.

- f) For all classes sailing to the Long Weather Mark (#1), the Short Weather Mark is not a mark of the course for either upwind or downwind legs.
- g) Upwind finishes for designated courses will occur between a Finishing boat and mark located to windward of the Long weather mark.
- h) During the final upwind leg of designated upwind finishing courses, the two weather marks are not marks of the course.
- i) All Triangular courses will use the Long weather mark for rounding.
- j) A reminder to all boats returning from a Windward Finish: Please stay well clear of boats that are still racing (either upwind or downwind), the Finish Line, and the Starting Line which may have a Start in progress.

Example:

A1,A2,B	J,C	N	Classes
L4S	W4S	TW	Classes A1, A2, and B sail course L4S ; J and C sail course W4S ; N sails course TW
300			Approximate magnetic bearing to the first mark for all classes is 300 degrees
1.25	0.8	1.25	Approximate distance to the first mark for classes A1, A2, B, and N is 1.25 nm, for J and C is 0.8 nm.

9. MARKS

- a) All rounding marks of the course will be orange cylinders unless #10 (g) below applies.
- b) Regarding the two weather marks: the LONG weather mark will be a tall orange cylinder and the nearer weather mark will be a standard size orange cylinder.
- c) The starting mark, and the finish mark for downwind finishes, will be yellow cylinders.
- d) A leeward mark (orange cylinder) will be placed a short distance to windward of the starting line.
- e) A gybe mark set for Triangular courses (example: "TW") will be an orange cylinder.
- f) Initial change mark will be as described in section 12 (a) of these Sailing Instructions.

10. THE START

- a) Races will be started in accordance with the system described in RRS Rule 26 except as noted in 10 (b) below.
- b) The Race Committee, as a courtesy, will attempt to announce over the designated VHF channel the final countdown seconds of each starting sequence. A failure of this announcement will not be grounds for requesting redress. This modifies RRS 26.
- c) Each boat is requested, as a courtesy, to check-in before the warning signal for first race of each day, by passing by the stern of the Race Committee Signal Boat on starboard tack and hailing her sail number and class and being acknowledged by the Race Committee. A boat may not protest a breach of this instruction. This changes RRS 60.1.
- d) The Starting Line will be between a staff displaying an orange flag on the Race Committee Signal Boat and the non-course side of the PIN, an adjacent yellow cylinder. The line will be located

approximately 100 yards to leeward of the leeward mark of the course, which will be an orange cylinder.

- e) For subsequent races, the Race Committee may sound an attention signal of multiple short sounds approximately one (1) minute before each Warning Signal, as the Second Substitute is lowered. This is not a timed signal. This may also be preceded by an announcement on the designated VHF channel.
- f) Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. Boats that fail to abide by these restrictions may be subject to protest.
- g) If, after the start of one or more classes, it becomes necessary to change the bearing for their second upwind leg, the Race Committee will postpone the starting sequence for fleets that have not started. Before the start of the next sequence, "L" will be hoisted to inform boats to check the course board, and "C" will be hoisted. The subsequent starting classes under the "C" flag, will sail to the change mark.
- h) A boat shall not start later than 10 minutes after her starting signal. A boat starting more than 10 minutes after her starting signal shall be scored DNS. This changes Rule A4.
- i) The Race Committee Signal Boat may set a limit buoy. The limit buoy, the Signal Boat, and the space between them shall be considered to be part of the starting mark.
- j) In conjunction with 14 (b) below, anytime a mark (or line) boat is maneuvering to set the pin, and/or during the final two minutes of any starting sequence when the mark boat is positioning (or anchored) at the pin to assist in identifying OCS yachts, she shall have right-of-way over all yachts racing or intending to race.

11. RECALLS

- a) The race committee may attempt to notify OCS boats by broadcasting their sail number or boat name over the designated VHF channel. Failure of a boat to hear her recall notification, her position in the sequence of notifications, or the promptness of the notifications, shall not relieve her of the obligation to start correctly nor will it be grounds for requesting redress. This modifies RRS 29.1.

12. CHANGE OF COURSE BEARING AFTER THE START

- a) Only one change mark (yellow) will be set. All boats shall use the same change mark (shape TBD). The change mark shall be set at the approximate distance of the Short weather mark.
- b) If there is a second course change, the Race Committee will attempt to use the original orange color and shape marks. Any subsequent course changes will continue this pattern of alternating colors.
- c) The mark boat positioned near the Leeward mark signaling a change in bearing for the next upwind leg, will also display the appropriate class flag under the "C" flag if this bearing change applies only to some (but not all) classes. General direction of the bearing change will also be signaled via the use of a red or green flag.

13. THE FINISH

- a) The Finish line on "S" designated courses will be between a staff displaying a blue flag on the Race Committee Signal Boat and the course side of an adjacent yellow cylinder.
The Finish line on "non-S" designated courses will be between a staff displaying an orange flag on the Race Committee Signal Boat and the course side of an adjacent yellow cylinder.
For upwind finishes, the Finish line will be between a staff displaying an orange flag on a Race Committee boat (Signal or Mark Boat) and an adjacent orange mark to windward of the Long

weather mark. If however there has been a change in bearing for the second upwing leg, the Finish line will be set to windward of this change yellow mark.

- b) If the Race Committee intends to conduct another race, code flag “Second Substitute” will be displayed on the Race Committee Finish Boat, while boats are finishing.

14. PENALTIES

- a) No scoring penalty per RRS 44.3 is available.
- b) Before or after her Preparatory, if a yacht collides with any Race Committee vessel and causes injury or serious damage, her penalty shall be to retire from the Regatta or Series.

15. TIME LIMITS

- a) RACE - The time limit for the first boat to finish in each race in each class shall be 2 hours and 30 minutes. Boats failing to finish within 45 minutes of the first boat finishing in their class shall be scored Time Limit Expired (TLE) and scored one point more than the number of boats in her fleet who finished within the time limit. This changes RRS 35 and A4.2.

A boat sailing the course, whose finish position cannot be changed, no matter how she finishes, may be requested by the Race Committee to immediately return to the starting area. Such boat will be scored as though she had completed that race. This changes RRS 28.1, 35, A3, A4.1 and A4.2.

- b) REGATTA - No starting sequence will be initiated after 1500 hours on Sunday. For the purposes of this time limit, the initiation of a starting sequence is the first warning signal made regardless of subsequent recalls or postponements.

16. PROTESTS

- a) A boat intending to protest another boat must so notify the Race Committee upon finishing or retiring. This notification must include the name and/or the sail number(s) of the boat(s) she is intending to protest and must be acknowledged by the Race Committee. This changes RRS 61.1(a).
- b) Protests shall be in writing and filed with the Protest Committee within one hour after the Race Committee Signal Boat docks. The protest time limit will be posted on the Official Notice Board
- c) A notice of protests filed and approximate hearing times will be posted within 15 minutes after the protest time limit. This posting constitutes the notice required for Race Committee or Protest Committee protests required under RRS61.1(b).
- d) Notice of a redress hearing that is posted on the Official Notice Board within 15 minutes after the expiration of protest time shall serve as notice to all boats, whether they are identified as parties to the hearing or not, that they may attend the hearing.
- e) It is the responsibility of each boat to check the Official Notice Board to see if she has been cited in a protest or if a request for redress involves her or her interests. Failure of a boat to appear at a hearing will be considered grounds to proceed with the hearing under RRS 63.3(b).

17. SCORING

The Regatta will be scored as provided in Appendix A of the RRS using the Low Point System. Each boat's Regatta score will be the total of her race scores for all races completed in her class on Saturday and Sunday. There shall be no throw-outs. This modifies RRS Appendix A2

The completion of at least one race in a class shall constitute a Regatta for that class.

PHRF classes will be scored using the handicaps provided by PHRF of the Chesapeake Bay using time on time scoring.

18. RETIREMENT

A boat that retires from a race shall notify a Race Committee Boat and be acknowledged, before leaving the race area.

19. HAUL-OUT RESTRICTION

Boats shall remain in the water throughout the regatta. A request to haul-out a boat must be submitted in writing and approved by the Principal Race Officer. This restriction does not apply to the J-70 fleet.

20. CREW LIMITS

- a) Class crew limits are in effect. There will not be a crew weigh-in. It is the skipper's responsibility to ensure that all class crew restrictions are met.
- b) Crew substitutions are allowed in all classes.

21. AWARDS

- a) Class awards for first, second, and third place positions will be presented for Saturday's and Sunday's results. For days with multiple races, class awards will be presented based on combined scores for the day.
- b) Class awards for first, second, and third place positions in the regatta will be presented.
- c) The Brent Halsey Jr. Memorial Trophy

The winner of the Brent Halsey, Jr. Memorial Trophy shall be the class winner who has the lowest score as calculated by the following formula:

$$\text{Halsey Trophy Score} = (\text{Class Score} / \text{Average Starters}) \text{ times } (\text{Minimum Races} / \text{Class Races})$$

Where:

Class Score is the total low point score achieved by the Class Winner in his class as provided by the Sailing Instructions.

Average Starters is the average number of boats that started in that class.

Minimum Races is the number of races completed by the class that has the fewest number of races completed.

Class Races is the number of races completed in the class being scored.

Eligible class winners shall be the winners of classes that have been given a separate start and have had at least five boats starting in every race.

The intended purpose of the formula is to identify that class winner who has been most competitive as measured both by the degree to which he has consistently been at the top of his class and the number of boats against which he has competed.

- d) The Potts Challenge Trophy

Shall be conducted between three-boat teams representing a yacht club or sailing association.

The boats on each team must be declared before the Skipper's Meeting on Friday at 1800.

For the 2013 Potts Challenge, each team shall be composed of one boat each from three of the available classes.

The winning team shall have the lowest combined score for all three boats. In the event of a tie, the team whose boats place higher in two of the classes, after any class ties are broken, shall be the winner.

- e) Sportsmanship Award

This award shall be given to a boat, individual or other entity whose crew exhibits the highest degree of sportsmanship and spirit of Corinthian competition during the regatta.

22. CONDUCT

- a) The Skipper/Owner of each boat shall be responsible for all actions of his crew and guests.
- b) In the event of a serious breach of conduct, sportsmanship, destruction of property or the failure to comply with the request of the Event Chairman, Race Officer, Committee Member or agent of the Stingray Point Regatta, the Skipper/Owner will be responsible for all damages and the Stingray Point Regatta Race Committee may rescind the boat's entry at any time during the regatta. **THE CONSUMPTION OF ALCOHOLIC BEVERAGES BY UNDERAGE CREW MEMBERS AND/OR THEIR UNDERAGED GUESTS WILL LEAD TO THE IMMEDIATE DISQUALIFICATION OF THEIR BOAT FROM THE REGATTA.**

23. OF LIABILITY

Competitors **DISCLAIMER** participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

Course Diagrams

The number adjacent to the course indicates number of legs to sail. Example: a L4S course with 4 legs could be increased and displayed on the Course Board as L6S with 6 legs. L3 could become L5, etc.

