



# ODBC Cup Invitational Regatta

## Sailing Instructions

September 24, 2022

Organizing Authority: **Old Dominion Boat Club**

1. **Rules** – This regatta will be governed by the ‘rules’ as defined in The Racing Rules of Sailing 2021-2024 (RRS). *."If there is a conflict between the Event Sailing Instructions and the Notice of Race, the Event Sailing Instructions shall apply."* This modifies RRS 63.7.
2. **Entries** - All entries to the ODBC Cup Invitational Regatta must be received by 21 September 2022. All boats entering this regatta in the spinnaker or non-spinnaker class must have a valid 2022 PHRF of the Chesapeake certificate. The International Fleet will use One Design rules. At a minimum, boats must qualify for ‘near shore’ requirements as described by US Sailing SER. <https://www.ussailing.org/wp-content/uploads/2021/02/Monohull-SER-2021.0.pdf>  
  
The ODBC Cup Invitational Regatta Sailing Instructions (SI’s) will be posted on the ODBC web site (<http://www.olddominionboatclub.com> under ‘Events’). Skippers intending to enter must declare their intent to race by sending an email to [regatta@olddominionboatclub.com](mailto:regatta@olddominionboatclub.com)
3. **Notices to Competitors** – Notices to competitors will be posted at <http://www.olddominionboatclub.com>
4. **Schedules** – The ODBC Cup Invitational Regatta will be held on September 24, 2022. There will be no skippers meeting for the PHRF Fleet. The first race will commence at 1000 hours off the Prince Street Dock of the Old Dominion Boat Club, (immediately South of the Old Dominion Boat Club). It is the intention of the Race Committee (RC) to hold at least three races but no race will be started after 1500 hours. An awards ceremony and barbeque will follow from 1500–1800 at the Old Dominion Boat Club, 0 Prince Street, Alexandria, VA.
5. **Radio** - Boats should monitor VHF channel 69 for courtesy communications from the Race Committee. All radio communications will be a courtesy, failure to receive, understand, or the content of the message will not be considered as grounds for redress. VHF transmissions should be limited to essential communications. No boat can receive radio or cell phone communications that are not available to all participants during the regatta. This modifies RRS 62.1.
6. **Class flags** – There will be three classes scored for the ODBC Cup Invitational Regatta: The International class signaled by the Green starting Class Flag. The non-spinnaker PHRF fleet will start approximately 5 minutes later using the Blue Class Flag.
7. **Racing Area** – (See Appendix A for a chart of the area) The ODBC Cup Invitational Regatta will use the following courses:

<b>A</b>	<b>S-2-6-F</b>	1.5 NM
<b>RA</b>	<b>S-6-2-F</b>	1.5 NM
<b>B</b>	<b>S-2-4-F</b>	0.8 NM

<b>RB</b>	<b>S-4-2-F</b>	0.8 NM
<b>2A</b>	<b>S-2-6-2-6-F</b>	3.1 NM
<b>2RA</b>	<b>S-6-2-6-2-F</b>	3.1 NM
<b>3A</b>	<b>S-2-6-2-6-2-6-F</b>	4.6 NM
<b>3RA</b>	<b>S-6-2-6-2-6-2-F</b>	4.6 NM
<b>C</b>	<b>S-4-2-6-F</b>	2.1 NM
<b>RC</b>	<b>S-6-2-4-F</b>	2.1 NM

The Start/Finish will be on the Prince Street Pier of the Old Dominion Boat Club, marked by an orange flag on the dock and a red drop buoy due east at the eastern edge of the channel.

8. **Course marks** – ODBC Cup Invitational Regatta courses use fixed government marks as part of the courses. All marks serving as turning marks are to be left to port.
9. **Boat check in** - Before the warning signal for the first race in which a boat sails, she shall pass by the ODBC Prince Street Dock and hail her sail number until acknowledged by the Race Committee. A boat may not protest a breach of this instruction. This changes RRS 60.1.
10. **Starting and Finishing Lines** – The Start/finish will be located on the Prince Street Dock of the Old Dominion Boat Club, marked by an orange flag. The pin end will consist of a temporary drop mark located on the Eastern edge of the Potomac channel, due East of the ODBC Prince Street Dock. The starting and finishing line will be an imaginary line from the Race Committee orange flag (located ashore) and the temporary mark serving as the pin end of the line.

Any part of a competitor's hull that is over that imaginary line prior to the starting gun will make that competitor over early and considered On Course Side (OCS); a boat over early must re-cross the line or else be scored OCS.

When finishing, skippers are NOT to re-cross the finish line but to instead continue sailing out of the racing area.

11. **Time Limit** - 1.5 hours per race. A boat in a fleet must finish within the time limit and all other boats must finish within 45 minutes thereafter. However, the RC can use their discretion to lengthen the course time depending on weather conditions.
12. **The Start** -
  - 12.1 Races will be started using RRS 26.
  - 12.2 An Attention Signal consisting of a series of short sounds will be made approximately one minute before the Warning Signal for the first race. This is not a timed signal.
  - 12.3 The starting line will be between the staff displaying an orange flag on the ODBC Prince Street Dock and the temporary drop mark at the pin end.
  - 12.4 The Starting Area is defined as the area extending from the ODBC dock to the temporary mark located on the eastern channel edge. After the first warning signal for each race, boats shall keep clear of this area until the warning signal for their fleet.
  - 12.5 The International class signaled by the Green Class Flag. The Non-Spinnaker fleets will start together approximately 5 minutes later using the Blue Class Flag.

13. **Recalls** –

- 13.1 Individual Recalls will be signaled in accordance with RRS 29.1. Additionally, the Race Committee will attempt to notify OCS boats via hail on VHF-69.
- 13.2 Failure to transmit or receive this notification, promptness of the notification, or a boat's position in the notification sequence shall not be considered grounds for granting redress. This changes RRS 62.1(a).
- 13.3 General Recalls will be signaled in accordance with RRS 29.2.
14. **Shorten Course** - The race committee may shorten the courses in accordance with RRS 32.1. If the RC elects to shorten course, the RC will notify the fleet using the "S" signal flag, displaying the class flag of the impacted fleet below, and two short horn blasts. Additionally, the RC will notify all fleets of the shortened course on VHF 69. All shortened courses will be finished at the Start-Finish line and its extensions for all courses. This modifies RRS 32.2.
15. **Alternative Penalties** -
- 15.1 A boat that may have broken a rule of Part 2 while racing may take a penalty:
- (a) At the time of the incident, by taking a Two-Turns Penalty (as per RRS 44.1), OR
  - (b) By taking a 20% Scoring Penalty in compliance with RRS 44.3 (and as calculated in Instruction 14.2 below), OR
  - (c) After racing but before the start of a protest hearing involving the incident, by taking a 40% Scoring Penalty (as calculated in Instruction 14.2 below). However, if the boat caused injury or serious damage or gained a significant advantage by her breach, her penalty shall be to retire.
- This modifies RRS 44.1.
- 15.2 RRS 44.3 (c) is replaced with the following. A boat's penalty score shall be the whole number of boats (rounding 0.5 upward) nearest to 20% (or 30% for RAF) of the number of boats entered, except that she shall not be scored worse than DNF. The scores of other boats shall not be changed. Therefore, two boats may receive the same score.
16. **The Finish** - For downwind and upwind finishes the Finish Line will be between the staff displaying an orange flag on the ODBC Prince Street Dock and middle of the temporary mark at the pin end.
- In the interest of starting another race and/or completing racing for the day in a timely fashion, the Race Committee may assign a finish position to one or more boats, provided that position can be determined in a reasonable manner. Such boat(s) will be scored as though they have finished and, if there is another race to be sailed, should promptly return to the starting area. This changes RRS 28.1 and A3.
17. **Retiring** - Any boat retiring from a race shall promptly notify the Race Committee, either by hail or radio transmission, and be acknowledged by the Race Committee.
18. **Protests** – Protests must be made in accordance with the US Sailing rules 2021-2024 to be considered a "Valid Protest". A protested competitor can exonerate themselves from a foul by performing one tack and one gybe in the same direction, in accordance with rule 31, this modifies Part 4, paragraphs 44.1-44.2, or by taking a 20% scoring penalty on the water in accordance to rule 44.3. The Race committee must be notified of the intent to protest and

the protest must be filed with the Standing Race Committee within 30 minutes after the Race Committee finishes the last boat of the last race.

19. **Scoring** - The regatta will be scored using the Low Point Scoring System of RRS Appendix A. The following shall apply:
20. There will be no throw-outs.
21. The completion of one race will constitute a regatta.
22. **Management** – The races shall be under the management of the PRO of the ODBC Cup Invitational Regatta, who shall have the full power to interpret the rules, decide protests and to reject entries of any yacht at any time. The ODBC Cup Invitational Regatta PRO accepts no responsibility for accidents occurring during ODBC Cup Invitational Regatta events.
23. **Radios** - The Race Committee will not be required to respond to transmissions from competitors except to acknowledge retirements, protests, penalties reported or taken, or requests for emergency assistance.

Race Committee broadcasts of its intentions are as a courtesy only. Failure of the Race Committee to broadcast, or of a competitor to hear a broadcast, or the timing or content of a broadcast shall not be grounds for granting redress under RRS 62.1 (a), nor does it relieve the competitor of responsibility to monitor and respond to Race Committee flags and signals.

24. **Safety** – All safety equipment required by the Coast Guard must be onboard. A minimum crew of two (skipper plus one crew) is mandatory. All yachts must meet all local regulations. Any yacht found negligent of Coast Guard safety regulations will be disqualified. Yachts must be self-righting at all times while racing.

All International and non-spinnaker class yachts must, at a minimum, meet US Sailing Near-shore equipment requirements along with the following:

25. Motor - must meet the requirement for 4P in Section 2.7.2 of the US Safety Equipment Requirements as adopted by PHRF of the Chesapeake
26. Navigation lights – must meet the requirement for 4P in Section 3.3.1 of the US Safety Equipment Requirements as adopted by PHRF of the Chesapeake
27. Lifelines, if the boat was originally equipped with them. For those boats that do not have lifelines, all crew must wear approved Type III or Type V Personal Flotation Devices while racing.
28. Lifting keels, centerboards: Sailboats with lifting keels or centerboards will keep such boards/keels locked in the down position for the entirety of the racing.

Sailing is an all-weather sport. It is the responsibility of individual skippers to decide, based on conditions at the time of the race and their own assessment of their boat and crew's ability, whether or not to race. The Race Committee is charged with determining if a race will be held. Such decisions will be made on the day of the race, based on conditions at that time. In the case of lightning, dangerous wind or other extreme conditions, the Race Committee may decide to postpone or cancel a race.

29. **Commercial Traffic** – **The ODBC Cup Invitational Regatta is occurring directly off the City of Alexandria waterfront. Significant commercial operations occur in these waters.** A boat shall not exercise right of way over, cross in close proximity to, or interfere with reasonable transit of the race area by commercial freighters, tugs and tows, or other commercial vessels. A boat charged under this rule has the burden of proof that she did not

interfere with the commercial vessel. Boats must take evasive action well in advance of any potentially dangerous situation.

The Race Committee may protest under this instruction based on information received from competitors or interested parties. If a competing yacht is found to have violated this rule, the yacht shall be scored DSQ for that race. The Race Committee may impose more severe penalties if they determine that gross negligence on the part of skipper or crew of the yacht in question endangered the safety of their yacht, other yachts, or commercial traffic transiting the racecourse. This changes RRS 60.2(a).

30. **Disclaimer of Liability** - Competitors participate in this regatta entirely at their own risk. See Rule 3 (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.

The safety of a boat and its crew is the sole responsibility of the Skipper who must ensure that the boat is fully sound, seaworthy, and manned by an experienced and fully alert crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper.

The Old Dominion Boat Club (ODBC) or sponsors, race committee, officials, employees, or volunteers do not accept responsibility for loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or relating to this event.

31. Docking & Events- ***Pre and post-race docking is not allowed at ODBC.*** Participants are encouraged to return to their home port or the Alexandria City Docks and return to the ODBC for the after race party and awards ceremony.

Please contact Karl Hobart, Principal Race Officer, at [regatta@olddominionboatclub.com](mailto:regatta@olddominionboatclub.com) with any questions about racing, entry or these Race Instructions.

APPENDIX A: RACE AREA

