



2023 ODBC Cup Invitational Regatta Sailing Instructions

OLD DOMINION BOAT CLUB (ODBC)

September 23, 2023

Registration Fee: \$25

Rules – This regatta will be governed by the “rules” as defined in The Racing Rules of Sailing (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. PHRF of the Chesapeake class rules, and One Design rules with exceptions for VHF radios will apply. [NP] in a rule means a boat cannot protest another boat. [DP] in a rule means the penalty is discretionary and can be less than disqualification.

Entries - All entries to the ODBC Foundation Regatta must be received by 1800 hours on September 22. All PHRF boats entering this regatta should have a valid 2023 PHRF of the Chesapeake certificate. Participating boats without a valid PHRF of the Chesapeake rating may be assigned a courtesy rating by the Organizing Authority.

Old Dominion Boat Club (ODBC) and Daingerfield Island Sailing Club (DISC) recommend that each PHRF competitor review and prepare their boat to the U.S. Sailing Safety Equipment Requirements, Nearshore. A copy of the Nearshore requirements is available at <https://cdn.ussailing.org/wp-content/uploads/2022/01/Monohull-SER-2022.0-Nearshore.pdf>.

The owner/skipper of each boat entered shall be responsible for the actions of his/her crew, guests, and support persons. In the event of a serious breach of conduct, sportsmanship, destruction of property, or failure to comply with a reasonable request from any regatta official, the boat or competitor may be subject to expulsion from the regatta.

1. **Notices to Competitors** – Notices to competitors will be posted on the ODBC website: <https://www.olddominionboatclub.com/event-5408834>

The Race Committee may change these instructions up until the end of the mandatory Skipper’s Meeting and if necessary, on the water. If changes are made on the water, the Race Committee will display the “L” flag with one horn blast and make a courtesy announcement on VHF channel 69. Failure to receive the announcement or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.

2. **Schedule of Races** – No Skippers meeting will be held. The first race will start at approximately 1000. It is the intention of the RC to hold at least two races, but no race will be started after 1500 hours. A cookout, awards ceremony and post-race party will follow at the Old Dominion Boat Club, 0 Prince St, Alexandria, VA 22314. There is no parking on the club premises but is available in adjacent parking facilities and lots. Rafting of boats will be allowed at ODBC docks. Please contact race organizers if you plan to raft up.

3. **Classes** – There will be one International spinnaker fleet and one non-Spinnaker PHRF fleet.
4. **Radio** - Boats should monitor VHF channel 69. 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. Except in an emergency, no boat can receive radio or cell phone communications that are not available to all participants during the regatta. This modifies RRS 62.1.
5. **Racing Area** – Races will be held in the waters between the WW Bridge and National Airport. The Start/finish line will be in the vicinity of the ODBC pier. It is the responsibility of each skipper to know the draft of their boat, and to operate in safe waters.

Any unscheduled change of race location will be disseminated by the Race Committee on the water. If changes are made on the water, the Race Committee will display the “L” flag with one horn blast and make a courtesy announcement on VHF channel 69. Failure to receive the announcement or to receive the changes will not be considered as grounds for redress. This modifies RRS 62.1.
6. **Course marks** – The ODBC courses will use fixed government marks. All marks serving as turning marks are to be left to Port unless that mark is a finishing mark, **or the Race Committee has posted “S” on the race board in front of the course number. When “S” is posted before the course number, all turning marks are to be left to Starboard.** Course letters will be displayed on the course board on the ODBC pier and are listed below. Courses may be multiple laps; the number of laps will be displayed before the course letter.
7. **Boat check in** - Before the warning signal for the first race, each competitor shall pass by the Race Committee on the ODBC pier and hail their class and sail number until acknowledged by the Race Committee. A boat may not protest a breach of this instruction. This changes RRS 60.1, 62.1.
8. **Starting and Finishing Lines** – For the Start/finish will be located between an ODBC Burgee on the ODBC pier “A” and a drop mark (red ball) East of the pier. This modifies RRS definitions, and S11.1.
 - 8.1 After finishing, skippers are encouraged to NOT re-cross the finish line but to instead continue sailing out of the racing area. Violations of this guidance may result in the Race Committee issuing a *Protest* of that vessel on RRS 23.1 Interference, as that offending vessel may interfere with boats that are still racing.
9. **Time Limit** - 1.5 hours per race. A boat in a fleet must finish within the time limit, all other boats must finish within 30 minutes thereafter. Boats not finishing within the time limit will be scored TLE.
10. **The Start** -
 - 10.1 Races will be started using RRS 26.
 - 10.2 An Attention Signal consisting of a series of short sounds will be made before the Warning Signal for the first race. This is not a timed signal.
 - 10.3 The Starting Area is defined as the area extending 50 yards beyond each end of the starting line and 75 yards behind the line and its extensions. After the first warning signal for each race, boats shall keep clear of this area until the warning signal for their fleet.

- 10.4 A Race Committee boat that is also a starting mark may set a limit mark that shall be passed on the same side as the Race Committee boat. A boat shall not touch either the limit mark or the Race Committee boat or pass between them. For the purposes of RRS 31 (Touching a Mark) and RRS 28.1 (Sailing the Course), the limit mark and the Race Committee boat shall be considered to be a single starting mark.
- 10.5 There may be two starts: The first start is for the spinnaker fleet (green flag) and the second start is for the non-spinnaker fleet (blue flag). **There will be a 5-minute delay between the starting signal for the first fleet and the warning signal for the next fleet.**
11. Recalls –
- 11.1 Individual Recalls will be signaled in accordance with RRS 29.1. Additionally, the Race Committee will attempt to notify OCS boats via hail by VHF.
- 11.2 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).
- 11.3 General Recalls will be signaled in accordance with RRS 29.2.
12. **Shortening Course** – The Race Committee may shorten any or all of the class courses to accommodate wind and weather conditions. If the Race Committee elects to shorten course, the Race Committee will notify the fleet by hoisting the “S” signal flag with two short horn blasts, while displaying the flag of the impacted fleet/s. The Race Committee may notify all fleets of the shortened course on VHF 69. All shortened courses will be finished at the Start-Finish line. Failure to transmit or receive this notification, promptness of the notification, shall not be considered grounds for granting redress. This modifies RRS 62.1(a) and RRS 32.2 for the middle courses. **All shortened courses will be finished at the Start-Finish line.**
13. **Penalties -**
- 13.1 RRS 44.1 is modified by:
- “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 OR
- (c) After racing but before the start of a protest hearing involving the incident, by taking a 30% Scoring Penalty. A boat takes a post-race penalty by notifying the Protest Committee prior to their hearing. This modifies RRS Appendix V2.
- (d) 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. This changes RRS 44.3, Appendix V2.
14. **The Finish** - For course finishes the Finish Line will be between the staff displaying an ODBC Burgee on the ODBC pier, and middle of the drop mark at the pin end. There is no requirement to thread the needle during any race, however if the course is shortened, competitors **MUST** cross the start finish line.

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.

15. **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.

16. **Protests** – Protests must be made in accordance with the current Racing Rules of Sailing to be considered a “Valid Protest”. The RC should be notified of the intent to protest as soon as possible after finishing, notifying the RC should not interfere with the RC finishing other boats. The protest must be filed with the Standing Race Committee in person or by email at officers@discsailing.org within 45 minutes after the Race Committee boat for that fleet docks. Dock times will be recorded and announced for both racing areas. This modifies RRS

Failure of a boat to appear for a protest hearing will be considered grounds to proceed with the hearing under RRS 63.3(b).

17. **Scoring** – PHRF Races will be scored using “Time on Distance”, and PHRF of the Chesapeake CR (Circular Random) ratings. One Design fleet will be scored by a boat’s finish position in her fleet. All races will be scored using the “low point” system Appendix A4.

The following shall apply:

- There will be no throw-outs.
- The completion of one race will constitute a regatta.

18. **Lifting keels** – If a boat is equipped with lifting or swing type keel, the keel will be locked down at all times during the racing.

19. **Management** – The races shall be under the management of the Standing Race Committee, which shall have the full power to interpret the rules, decide protests and to reject entries of any yacht at any time. ODBC and DISC accept no responsibility for accidents occurring during the events.

20. **Safety** – All safety equipment required by the Coast Guard must be onboard. A minimum crew of two (skipper plus one crew) is mandatory for all PHRF entries. All yachts must meet all local regulations. Any yacht found negligent of Coast Guard safety regulations will be disqualified. All PHRF yachts must be self-righting at all times while 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 Standing 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 Standing Race Committee may decide to postpone or cancel a race:

Personal Floatation Devices – All crewmembers shall wear Personal Floatation Devices (PFDs) while the Y flag (red/yellow stripe) is displayed during racing. The Race Committee may display the Y flag at their discretion. Should the Race Committee or Standing Race Committee observe a crew member without a PFD, except for the removal or addition of clothing, the yacht may be protested by the Race Committee or Standing Race Committee, even if the report comes from a person with a *conflict of interest*. Safety is ultimately each skipper and crew’s responsibility; DISC encourages all competitors to wear PFDs at all times. This changes RRS 1.2, 40, 60.2.

21. **Commercial Traffic** – 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, including information received from any person, including a person with a *conflict of interest*. If a competing yacht is found to have violated this rule by the Protest committee, the yacht shall be scored DSQ for that race. The Organizing Authority 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. There will be no protest time limit for this rule. This changes RRS 60.2(a), 61.3.

22. Disclaimer of Liability – Waiver – All skippers must sign a waiver online at <https://www.olddominionboatclub.com/event-5408834> waivers will be available at the skippers meeting for new crew. It is the responsibility of the owner/skipper to make sure all crew have signed the waiver.

22.1.1 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.

22.1.2 The safety of a boat and its crew is the sole and inescapable 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.

22.1.3 The Old Dominion Boat Club, 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.

Please contact the ODBC Regatta Committee (regatta@olddominionboatclub.com) with any questions about these Race Instructions.

Appendix I: ODBC Course Racing Area and Marks

Course Southbound Start		Length (NM)	Course Northbound Start		Length (NM)
A	S-2A-4-F	1.2	RA	S-4-2A-F	1.2
B	S-2A-5-F	2.8	RB	S-5-2A-F	2.8
C	S-2A-7-F	4.1	RC	S-7-2A-F	4.1
L	Come within Hail				

ODBC Cup COURSE RACE AREA

