

Military Salute Regatta

Presented by Blackbaud

June 3, 2023

Organizing Authority (OA): Charleston Ocean Racing Association

SAILING INSTRUCTIONS

(rev 05-26-2023)

1. RULES

The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS) except as changed by these SIs.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SIs made on shore will be posted by 2400 the evening before the day of the race.
- 2.2 Oral changes to these SIs may be given on the water by VHF hail from the Race Committee (RC) signal vessel.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the event website by 2400 the night before the race.

<https://charlestonoceanracing.com/calendar/races/military-salute-regatta-2>

3.2 RC will use VHF 73 to communicate with competitors.

4. SCHEDULE OF RACES

The first warning signal will be made at 1300 with additional races to follow.

5. Class flags

5.1 There will be three fleets: A (spinnaker), D (non-spinnaker), N (Cruising).

5.2 The class flags will be:

- 5.2.1 A-fleet will be pink
- 5.2.2 D-fleet will be light blue
- 5.2.3 N-Fleet will be green

6. Racing Area

The racing area will be in Charleston Harbor.

7. Courses (see diagram below)

The courses to be sailed will be posted on a board on the RC signal vessel before the warning signal for each race.

Course 1 = Start, BP (port), R2 (port), R4 (starboard), Finish

Course 2 = Start, BP (port), J (port), R4 (starboard), Finish

Course 3 = Start, BP (port), Finish

Course 4 = Start, R4 (port), G29 (port), G35 (port), J (port), R4 (starboard), Finish

Course 4 safety notes:

- The area to the east of Castle Pinckney can be shallow.
- Passing Castle Pinckney to port may bring boats into the active shipping channel. Please note SI 14.3.

8. Marks (see diagram below)

Fixed government marks will be used.

9. Start (see diagram below)

9.1 Races will be started in accordance with RRS 26.

9.2 The starting line will be between two RC vessels anchored in the vicinity of Waterfront Park Pier displaying American flags.

10. Finish (see diagram below)

The finishing line will be between an RC vessel displaying a Blue flag and a nearby yellow mark.

11. Penalty System

RRS Appendix V shall apply.

12. Protest Hearings

No Protests will be heard. Skippers are expected to act in a Corinthian manner and take their turns if they foul another boat.

13. Scoring

13.1 Races will be scored using PHRF ToT with MSR Regatta adjusted PHRF ratings as described in the NOR.

13.2 The scoring system in RRS Appendix A4 will be used for the series.

14. Safety Regulations

14.1 Any boat retiring shall notify the RC via the official VHF channel.

14.2 All boats competing shall carry all required safety equipment as required by the US Coast Guard.

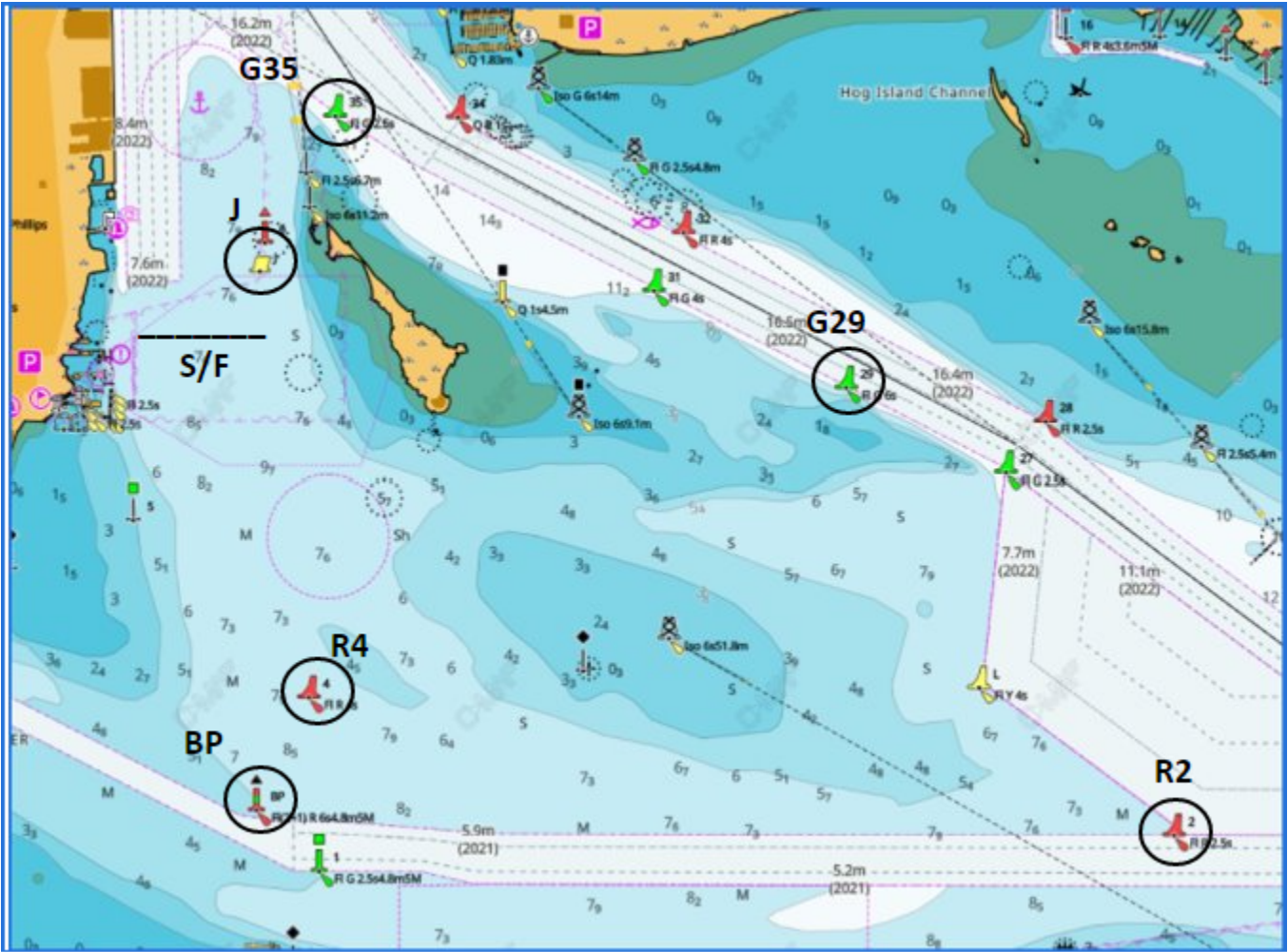
14.3 A boat and its crew shall at all times keep clear of all commercial vessels and shall not maneuver in any manner which would cause a commercial vessel to be unable to sail its proper course or carry out its commercial functions in a normal manner. Boats must take evasive action well in advance of any potentially dangerous situation.

14.3.1 A boat whose actions or maneuvers result in danger signals (5 or more blasts) from commercial vessels shall be protested by the race committee or protest committee. The penalty for breaking this rule may be disqualification from the entire regatta.

20.5.2 A boat without way shall use all means of propulsion to avoid commercial traffic. The boat may continue racing provided: a) the boat does not gain an advantage; b) using the propulsion is the boat's only means of avoiding the commercial traffic, and; c) the boat submits a report in writing or electronically to the RC by the protest time limit that describes the incident and the boat's actions.

15. 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 the sailing is a potentially dangerous activity with inherent risk. 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.**



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Start / Finish Line Diagram

