

Charleston Ocean Racing Association

SAVANNAH CUP - Charleston to Savannah Sponsored by Ashley Yachts



May 17, 2024

Organizing Authority (OA): Charleston Ocean Racing Association
<https://charlestonoceanracing.com>

SAILING INSTRUCTIONS (SIs) (Rev 04-26-2024)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. The notation '[DP]' in a rule means that the rule is subject to a discretionary penalty which can be less than disqualification.

1. RULES

1.1 All races will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), except as modified by the Sailing Instructions.

1.2. Boats must comply with US Sailing Safety and US Coast Guard Equipment Requirements:

- <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>
- <https://www.ussailing.org/wp-content/uploads/2023/03/Monohull-SER-2023.0-Coastal.pdf>

This race is categorized as a **Coastal Race**. A functioning VHF radio is mandatory equipment for all Offshore races.

1.3 In case of a conflict between the 2024 Offshore Challenge Series Notice of Race and the Sailing Instructions, the Sailing Instructions will take precedence.

1.4 Appendix V1 of the RRS will apply.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any onshore changes to the SIs and Notices to Competitors will be posted on the CORA website www.charlestonoceanracing.com no later than 2200 the evening before the day of the race.

3. SIGNALS MADE ONSHORE

3.1 Signals made onshore will be made by Race Committee from the Carolina Yacht Club Dock and announced to the fleet on VHF 73.

4. COMMUNICATIONS WITH COMPETITORS

4.1 All announcements will be on VHF 73 and are given as a courtesy only.

5. SCHEDULE

Friday May 5, 2024	2400 – Deadline to register for Savannah YC dockage
Thursday, May 16, 2024	1830 – Skippers Meeting at Charleston Yacht Club
Friday, May 17, 2024	1400 – Projected warning for C and D Fleets 1700 – Project warning for all other fleets (Bravo / Alpha)
Saturday, May 18, 2024	1730 – Informal poolside gathering at Savannah Yacht Club

Additional details will be posted on the CORA event calendar page
(<https://charlestonoceanracing.com/calendar/races/2024-savannah-cup>)

6. ENTRIES

6.1 Eligible boats may be entered only by members of CORA who are in good standing and have paid all dues and have submitted a current Captain's Waiver.

6.2 Eligibility requirements stipulate mono-hull boats with a minimum length overall of twenty-four feet. Any other boat must request and obtain permission in writing to race in advance from the CORA Executive Committee.

6.3 All competing boats must have obtained a PHRF rating from the CORA Measurer.

7. CHECK IN

7.1 A boat intending to race must check in with the Race Committee using the boat name, sail number, and Class and number of crew on board via VHF radio channel 74. A boat shall continue to hail the Race Committee until it has been acknowledged by the Race Committee. Boats failing to check in will be scored DNS.

8. CLASSES TO BE STARTED

8.1 Classes are as follows:

Class A: PINK class flag. (Spinnaker Boats whose PHRF rating is 90 or below.)

Class B: GREEN class flag. (Spinnaker Boats whose PHRF rating is above 90, except the J24 Class and the C Class as described below.)

Class J: J24 Class flag. (J24 Class legal boats.)

Class C: YELLOW class flag. (Spinnaker boats whose D/L is 200 or above, or whose upwind SA/D is 17.5 or below, and who do not choose to sail in Class A or B.)

Class D: LIGHT BLUE class flag. (Boats who elect NOT to race with a spinnaker.)

9. RACING AREA

Charleston Harbor and Atlantic Ocean

10. THE START

10.1 Starting Line: The starting line for all classes will be between the inflatable mark and the orange flag located on the Carolina Yacht Club dock. If there is no inflatable mark, the start line

shall be the orange flag on the CYC dock and the flagpole at Castle Pinckney; all boats must start within 100 yards of the CYC dock.

10.2 Starting Time: 1400 – Projected warning for C and D Fleets
 1700 - Project warning for all other fleets (B, J24, A)

The official time will be based on UTC EDT

11. COURSES

11.1 Courses: The marks and the order in which marks are to be passed and the side on which each mark are to be passed is indicated. The course will be determined no later than the Skippers Meeting.

Savannah Cup Long - Course Length: 72.7nm

Course	Mark Name.rounding	Gov Mark	LAT * DDD MM.MMM	LON * DDD MM.MMM	Note
Savannah Cup Long	Carolina YC Dock Start RC		32 46.39N	079 55.42W	A line between the orange flag on the dock and a mark
Savannah Cup Long	Carolina YC Dock 300yd		32° 46.39N	079 55.27W	A virtual point 300 yards from the dock
Savannah Cup Long	R "4".P	R "4"	32 45.845N	079 54.96W	
Savannah Cup Long	R "2".S	R "2"	32 45.574N	079 52.931W	
Savannah Cup Long	G "15".S	G "15"	32 42.776N	079 47.609W	
Savannah Cup Long	R "10SE" Finish bears 000	R "10SE"	31 58.148N	080 43.534W	R 10SE replaces the old mark Tybee Lighted Buoy T

Savannah Cup Short - Course Length: 62.6nm

Course Length:	Mark Name.rounding	Gov Mark	LAT * DDD MM.MMM	LON * DDD MM.MMM	Note
Savannah Cup Short	Carolina YC Dock Start RC		32 46.39N	079 55.42W	A line between the orange flag on the dock and a mark
Savannah Cup Short	Carolina YC Dock 300yd		32° 46.39N	079 55.27W	A virtual point 300 yards from the dock
Savannah Cup Short	R "4" P	R "4"	32 45.845N	079 54.96W	
Savannah Cup Short	R "2".S	R "2"	32 45.574N	079 52.931W	
Savannah Cup Short	G "15".S	G "15"	32 42.776N	079 47.609W	
Savannah Cup Short	RW "P" Finish bears 000	RW "P"	32 05.139N	080 35.031	Port Royal Lighted Buoy P

12. FINISH

12.1 Record the instant when R "10SE" (or RW "P" in the case of short course) bears 000 degrees magnetic and within 75 yards of your vessel.

12.2 Reporting Finish: Contact Rear Commodore Tim Vienneau via email at rearcommodore@charlestonoceanracing.com or text 843-900-6896 upon retiring or finishing and record finish time in ships log. Use the 24-hour format when reporting times. **Times must be reported no later than four hours after finishing** so RC can account for all boats. Boats failing to check in within this time limit will be given a scoring penalty of 20%.

12.3 **There will be no time limit to finish.**

13. RECALLS

13.1 The race committee intends to hail the sail numbers of OCS boats after the starting signal. The failure of any boat to hear the hail, failure to hail any boats, and the order of the boats in the hail shall not be grounds for granting redress. This changes rules RRS 41 and 62.1.

14. PROTESTS

14.1 A protest by a boat, or by the Race Committee about an incident the Race Committee observed, shall be emailed to the race PRO or a member of the CORA Executive Committee no later than 1700 the first business day following the race. The Race Committee is not obligated to remain on station after the end of a race to await filing of protests.

14.2 The Rear Commodore (or their designee) will organize a Protest Committee. The protest hearing will be held as soon as possible following the protest filing time limit. The Protest Committee Chairman will notify the parties to the protest as to the time and the place of the hearing. It is the responsibility of these parties to have a representative at the meeting and to arrange for any witnesses to be present. The absence of a representative is not grounds for rescheduling a hearing.

15. SCORING

15.1 The scoring system in RRS Appendix A4 will be used.

15.2 Scoring will be based on PHRF corrected times scored by the PHRF Time-on-Time method for all finishing boats.

15.3 Elapsed time credit will be given for any fish caught during the race. We must have a photo of the fish with the measuring tape alongside to confirm length. You will notify the race committee at the time of your finish the type and length of fish caught, and you will earn a 15 second deduction to your elapsed time per inch of fish.

16. SAFETY REQUIREMENTS

16.1. YOU WILL BE SAILING IN ACTIVE SHIPPING CHANNELS. Be sure to keep a proper look out and be aware of your surroundings. Please monitor VHF channel 16 and communicate with any and all commercial shipping traffic that might be near you. Please make sure that all of your running lights are in proper working condition and in use during the appropriate times. Ensure that your AIS is transmitting.

16.2 When exiting and entering the Charleston Harbor / Savannah River, if a competitor finds themselves in a position that will impede or cause concern for commercial traffic, the competitor may use their engine to clear the channel for the inbound or outbound ship. You must record the start time the engine was engaged and time it was disengaged.

16.3. You cannot take a course or restart in a position that improves your position towards the finish. Such action shall be reported to the race committee upon the finish.

16.4. Any competitor receiving five horns from a commercial vessel shall be disqualified (scored DSQ) without redress.

16.5. A boat retiring from a race shall notify the Race Committee before leaving the course, or when that is impossible, text Rear Commodore Tim Vienneau at 843-900-6896 at the first reasonable opportunity.

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

17. AWARDS AND DOCKAGE

17.1 Dockage will be available at Savannah Yacht Club. Please complete the Google form linked from the "Register" button on the event calendar page for sign-up and boat details: https://docs.google.com/forms/d/16qpxFq1a5NwX_4kKc0X3vCB5UZN29tffVl0Q6T3abQ0/

17.2 The Savannah Cup shall be awarded to the boat with the lowest corrected time.

18. CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials and Host club or facility, failure to do so may result in DSQ without redress.

19. 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 that 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.**