

## Saint Croix Sailing Club



## 2025 Commodore's Cup SAILING INSTRUCTIONS

**RRS 3 states:** "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone." Furthermore, as there are risks involved in racing, the Saint Croix Sailing Club cautions all sailors that each skipper is solely responsible for determining his/her abilities and his/her boat's worthiness in any situation.

### **1 RULES**

Racing will be governed by the rules as defined in *The Racing Rules of Sailing*.

### **2 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

### **3 COMMUNICATIONS WITH COMPETITORS**

Notices to competitors shall be posted in the racing section of the official SCSC website. The SCSC website is located at [www.stcroixsailing.com](http://www.stcroixsailing.com).

### **4 SIGNALS MADE ASHORE**

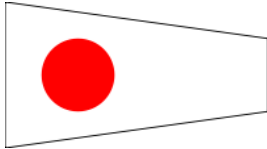
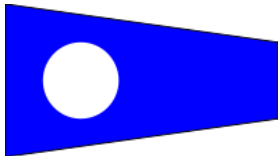
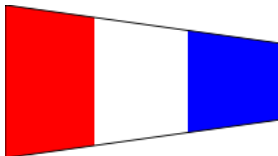
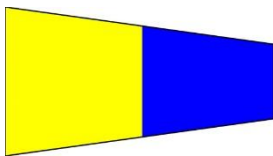
Signals made ashore shall be displayed on the Committee Boat.

### **5 SCHEDULE OF RACES**

**5.1** Races are scheduled as published in the SCSC calendar posted on the SCSC website.

**6 CLASS FLAGS**

Numeral pennant flags shall be used by the race committee to differentiate divisions.

Division 1	Pennant 1	
Division 2	Pennant 2	
Division 3	Pennant 3	
Division 5	Pennant 5	

**7 RACING AREA**

- 7.1** The Commodore's Cup will be conducted on the St. Croix River, between the Interstate 94 Bridge, located at Hudson, WI and the slow no-wake area located at Prescott, WI.

**8 THE COURSES**

- 8.1** No later than the warning signal, the race committee signal vessel will display the course to be sailed for each division and the approximate compass bearing of the first leg.

**9 MARKS**

- 9.1** Marks will be inflatable colored shapes or navigational marks.
- 9.2** Offset marks may be set at the beginning of downwind legs.
- 9.3** Boats are to obey all navigational marks while racing. This includes, but is not limited, to slow no-wake zones such as those found at Hudson, Afton, and the Kinnickinnic channel.

## 10 THE START

- 10.1 Races will be started by using rule 26 except as modified in Appendix A of these Instructions. This changes RRS 26.
- 10.2 The starting line shall be between a staff displaying an orange color flag on the race committee vessel located at the starboard end of the starting line and an orange starting mark at the port end of the starting line.
- 10.3 [DP] Boats whose warning signal has not been made shall keep clear of the starting area and all boats whose warning signal has been made.
- 10.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 10.4 Boats with transom mounted engines shall have their engine stowed aboard or left mounted with the shaft in the vertical position from the preparatory signal until after that boat starts the race.
- 10.5 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

## 11 DISTANCE RACES

- 11.1 In case a distance race requires passage of the no-wake zones at the Afton or Kinnickinnic narrows, time spent in these areas shall be deducted from the respective boat's finishing time. It is the responsibility of the individual skippers to accurately record and report time spent in the no-wake areas to the race committee at the earliest opportunity after finishing the race but no later than 30 minutes after the last boat finishes the race. Should any of the no-wake buoys not be present, channel markers shall be used as reference for recording time spent in the no-wake area.
  - (a) The rules of RRS 42 (Propulsion) are waived while transiting the no-wake zones at Afton and Kinnickinnic. This changes RRS 42.
- 11.2 Boats in motion shall not pass each other in the no-wake zones.
- 11.3 The maximum time deduction for passages:
  - Afton: 10 Minutes
  - Kinnickinnic: 20 Minutes
- 11.4 Time deductions shall be reported individually for each zone to the Race Committee at or prior to her finish.
- 11.5 Should navigational marks be used instead of regular race marks, the following rules shall apply:
  - (a) If the mark is a slow no-wake marker a boat shall be considered having rounded the mark once her entire hull has entered the slow no-wake zone.
  - (b) If the mark is a channel marker, the area between it and shore on the non-channel side shall be considered an obstruction. A boat shall be considered having rounded the mark once she has sailed past the mark while being in the zone.
- 11.6 Use of propulsion outside of no-wake zones:

In the event of grounding, the rules of RRS 42 (Propulsion) are waived when all of the following are met. This changes RRS 42.

  - (a) The boat shall not advance her distance to the finish.
  - (b) The boat shall take a 10-minute scoring penalty per incident.
  - (c) The boat shall report the number of incidents to the race committee at or prior to her finish.
- 11.7 Towing of competitors within no-wake zones is permitted. The towed vessel shall take a 20-minute scoring penalty for each tow. The vessel shall report the number of tows to the race committee at or prior to her finish.

## 12 THE FINISH

The finishing line shall be between a staff displaying a blue color flag on the race committee vessel at the starboard end and the course side of the port end finishing mark.



### **13 TIME LIMIT**

- 13.1** Any time limit may be posted in these sailing instructions or on the official notice board prior to racing.

### **14 HEARING REQUESTS**

- 14.1** For each division the protest time limit is 2 hours after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. The race committee may extend this time limit at its discretion.
- 14.2** Hearing request forms are available on the SCSC website and on the race committee vessel. Forms must be delivered to a member of the SCSC Board, organizing committee, or race committee (committeeboat@gmail.com) within the appropriate time limit.

### **15 PRIZES**

- 15.1** A traveling trophy shall be awarded to the top boat based on the best overall corrected time for all races.

### **16 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.' Competitors participate in the event entirely at their own risk. 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.

### **17 INSURANCE**

All boats shall carry a minimum of \$300,000 liability insurance and provide proof of insurance upon request by the Race Committee.

### **18 RIGHTS TO USE NAME AND LIKENESS**

By participating in this event, competitors automatically grant to the Organizing authority and the event sponsors the right, in perpetuity, to make, use and show, at their discretion, any photography, audit, and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their departure, without compensation.

**Appendix A: START SEQUENCES****A.1 Starting Races**

This changes RRS Rule 26.

The warning signal for each succeeding class shall be made after the starting signal of the preceding class.

**A.2 Class start order**

The following are examples of common start orders for classes competing in SCSC events.

The order of starts is at the Race Committee's discretion, and the following is not a complete list. Always check the flags and listen to VHF 72 to determine when your race begins.

**(a) Three Starts**

Typically used for the Commodores Cup Regatta, Day 1

Division 5 & 3
Variable delay to allow boats to clear line
Division 2
Variable delay to allow boats to clear line
Division 1

**(b) One Start**

Typically used for the Commodores Cup Regatta, Day 2

Division 1, 2, 3, & 5
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