

## Saint Croix Sailing Club



## 2025 Labor Day Crew Swap Regatta 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**

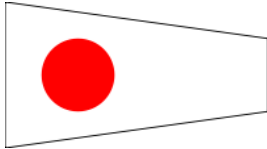
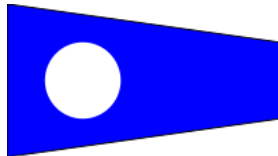
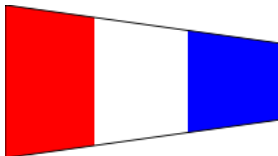
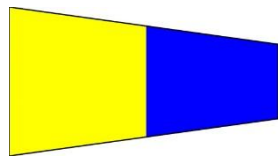
Signals made ashore shall be displayed on the Committee Boat.

### **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** All racing will be conducted on the Saint Croix River between the Interstate 94 Bridge, located at Hudson, WI and the slow no-wake area located at Afton, MN.

**8 THE COURSES**

- 8.1** Diagrams showing the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left, are available on the SCSC website.
- 8.2** 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.
- 9.2** Offset marks may be set at the beginning of downwind legs.

- 9.3** An additional mark may be set to increase the course length for specific divisions. Additional marks will be indicated by the race committee signal vessel by displaying XM↑ for an additional upwind mark and XM↓ for an additional downwind mark.
- 9.4** Start Marks, Offsets, and Changed Marks may be indicated through the use of contrasting bands or alternate colors.

## **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 CHANGE THE NEXT LEG OF THE COURSE**

- 11.1** To change the next leg of the course, the race committee may move the original mark or finishing line to a new position, or the race committee may lay a new mark (or new finish line) and remove the original mark as soon as practicable.
- 11.2** If the race committee is not in the vicinity of the previous mark, the race committee will signal course change using VHF 72. This changes RRS 33.

## **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** The Race Time Limit shall be 3 hours, and the Finishing Window shall be 30 minutes.
- 13.2** The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2, and A10.

## **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 protest committee or race committee may extend this time limit at its discretion. This changes rule 61.3.
- 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.

**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) Two Starts**

This is the typical sequence

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

**(b) One Start**

"One Start, One Start Only" - May be used for races with low-turnout or those with time-constraints. Everyone starts together, though boats may be sailing different courses.

Division 1, 2, 3, & 5
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