





SAILING INSTRUCTIONS

IOD CELEBRITY INVITATIONAL REGATTA

August 17 - 18, 2023

1. RULES

- 1.1. The Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), including Appendix V1 (Penalty at the Time of an Incident) and Appendix T (Arbitration). Attention is called to IOD Class Rule A.16.1.G.2.
- 1.2. The race committee will use VHF channel 73 to communicate with competitors.
- 1.3. The protest committee may impose penalties less than disqualification (DP), for violation of the class rules and racing rules other than those of RRS Part 1 and Part 2. This changes RRS 64.2.
- 1.4. RRS 62.1 is changed by adding:
 - (e) physical damage not falling within RRS 62.1(b) which was due to defective supplied equipment and which a reasonably competent crew would not have been able to avoid or promptly repair.
- 1.5. When flag Y  is displayed, prior to the warning signal, from the race committee signal vessel:
 - Spinnakers shall not be used for that race.
 - PFDs (lifejackets) shall be worn by all competitors.
 - RRS 44.3 Scoring Penalty, will be in effect, instead of RRS V1 (turns).
 - The provisions of this SI may be turned off by display of flag O , with repetitive sound signals, at a mark of the course.
- 1.6 The Official Notice Board is online at www.nantucketraceweek.org.

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2. **CHANGES TO THE SAILING INSTRUCTIONS**

- 3.1. Any changes to the Sailing Instructions will be posted by 0830 on the day they will take effect, or within 15 minutes after the termination of any competitors meeting.

3. **SIGNALS MADE ASHORE**

- 3.1. Signals made ashore will be displayed from the flagpole at the NYC.
- 3.2. When flag AP is displayed ashore, '1 minute' is changed to 'not less than 60 minutes' in race signal AP.

4. **SCHEDULE**

- 4.1. The competitors meeting will be on Thursday, August 17 at 0830 in the NYC Ballroom.
- 4.2. Practice starts are scheduled for 1000 on Thursday, August 17, followed by the first warning signal.
- 4.3. The first warning signal on Friday, August 18 will be at 1000.
- 4.4. No warning signal will be made after 1430 on Friday.

5. **CLASS FLAG**

The class flag will be:



6. **RACING AREAS**

All races will be sailed in Nantucket Sound as shown in Addendum A. The racing area will be announced each day on VHF 73 starting at 0930.

7. **COURSES**

- 7.1. The courses to be sailed are shown in Addendum B, including the approximate angles between legs and the order in which marks are to be passed.
- 7.2. Before the warning signal, the race committee will display the course identifier as well as the approximate compass bearing and distance to the first mark. This will also be broadcast over VHF as a courtesy.

8. **MARKS**

- 8.1. Marks 1, 1a and 2P and 2S will be orange inflatable tetrahedrons.
- 8.2. The starting marks for all courses and the finishing marks for courses 1,2, and 4 will be yellow tetrahedrons and a race committee vessel.

9. **THE START**

- 9.1. The race committee signal vessel will display an orange line flag approximately five minutes before the warning signal for each race.
- 9.2. Five short sound signals will be made ten seconds before the warning signal.
- 9.3. The starting line will be between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port end starting mark.
- 9.4. A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes RRS A5.
- 9.5. If any part of a boat's hull is on the course side of the starting line the race committee will attempt to hail, over VHF, the sail numbers of those boats after the starting signal. The failure to hail her number, failure to hear such a hail, and the order and timing of such hails, will not be considered an improper action or omission by the race committee under RRS 62.1(a).



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10. CHANGE IN THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position. The change will be signaled in accordance with RRS 33, and announced over VHF.

11. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee vessel and the course side of the finishing mark.

12. TIME LIMIT

The time limit for the first boat to sail the course and *finish* will be 90 minutes.

12. DAMAGE REPORTS

Damage Report forms are available at the Protest Desk outside the NYC Sail Room. After each day's sailing, **each** skipper **shall** complete an accurate damage report, including all contact, however minor, and return it, by the protest time limit, to the Protest Desk. This changes RRS 63.1.

13. PROTESTS AND REDRESS

- 13.1. Hearing request forms will be available at the Protest Desk outside the NYC Sail Room.
- 13.2. Protests or requests for redress shall be delivered within 60 minutes after the race committee finish vessel personnel come ashore. The time will be posted on the Official Notice Board.
- 13.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 13.4. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 13.5. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 13.6. Arbitration will be held prior to a protest hearing for incidents involving rules of Part 2 except when RRS 44.1(b) may apply.
- 13.7. Hearings will be held as soon as possible.

14. SAFETY

- 14.1. All boats shall check-in with the race committee before the start of the first race by sailing past the signal vessel on starboard tack, or over VHF, and hailing their sail number and receiving confirmation from the race committee.
- 14.2. A boat that retires from the racing area shall notify the race committee as soon as possible.

15. BOATS AND EQUIPMENT

- 15.1. The boats shall not be modified in any way except as follows:
 - (a) A compass may be tied or taped to the hull or spars.
 - (b) Wind indicators may be tied or taped anywhere on the boat.
 - (c) Hulls (above the waterline only), decks, sails and equipment may be cleaned only with non-abrasive materials.
 - (d) Adhesive tape may be used anywhere above the waterline except on brightwork.
 - (e) All fittings or equipment designed to be adjusted in accordance with Class Rules may be adjusted within the limits provided, except that shrouds, forestay and mast chocks shall not be adjusted.
- 15.2. Prohibited actions:
 - (a) The shrouds, above the turnbuckles (bottle screws), may not be used to project crew weight.
 - (b) No holes may be made in sailcloth to permit the attachment of telltales.



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- (c) Cross winching of sheets.
- (d) Competitors may not change purchase to any of the boats running rigging.
- (e) Temporary marks may be made only with pencils, markers or grease pencils, provided that such marks shall be completely removed after each day, leaving no trace. Only non-residue tape may be used.
- (f) The hulls may not be scrubbed, washed, wet-sanded or otherwise treated below the waterline except as designated by the Chief Technical Officer.

16. DAMAGES, REPORTS AND PENALTIES

- 16.1. The questions of damages arising from a breach of any rule shall be governed by the US Sailing prescription to RRS 67. Damage to boats while not racing shall be the responsibility of the at-fault skipper. The at-fault skipper must pay damages determined by NIODFA to Nantucket Community Sailing pending any appeal of a decision of the protest committee.
- 16.2. If no protest is filed because the at-fault boat retired or accepted a penalty pursuant to the rules, they shall be held responsible for any damage from an incident. If damage occurs as a result of an incident between boats, and neither boat delivers a valid protest, then the boats involved in the incident shall be held equally responsible.
- 16.3. If damage that caused a boat to be withdrawn from the rotation has been attributed to a team by the protest committee, then that team shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.
- 16.4. If the damage that caused a boat to be withdrawn from the rotation was not completely and accurately reported on a damage report, the last team to use the damaged boat shall not compete in any further races until the damaged boat or a replacement boat becomes available. That team will be scored DNC for all missed races.

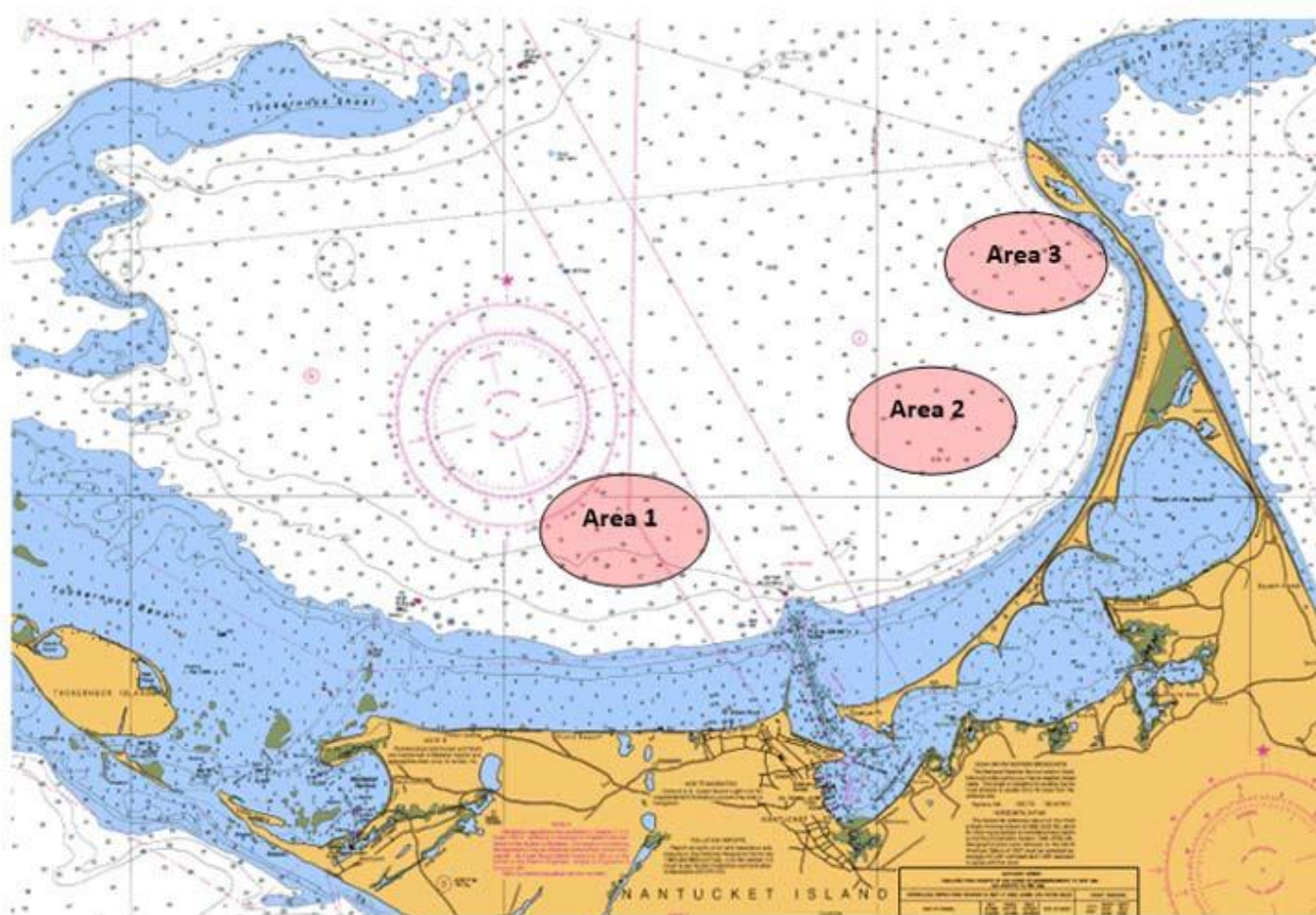
17. BREAKDOWNS

- 17.1. A boat requesting redress for a breakdown before or after a race shall drop its jib, move away from other boats and signal the race committee vessel immediately.
- 17.2. If the breakdown occurs during a race, the boat must finish the race if at all possible, provided that further damage will not likely be incurred.
- 17.3. The boat shall return to the starting area and stand by the committee vessel while executing her repairs. When repairs are completed the skipper shall then verbally advise the PRO that she is ready to race.
- 17.4. If a boat incurs a breakdown through collision or equipment failure through no fault of the team sailing her, that team may file for redress in accordance with SI 1.4 and RRS 62.



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Addendum A - Racing Areas





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Addendum B – Courses

Courses 1 and 2	Course 3	Course 4	Course 5
<p>Course 1: Start, 1 (port), 1a (port), between 2S and 2P, finish</p> <p>Course 2: Start, 1 (port), 1a (port), between 2S and 2P, 1(port), 1a (port), between 2S and 2P, finish</p>	<p>Start, 1 (port) 1a (port), between 2S and 2P, finish at 1</p>	<p>Start, 1 (port), 1a (port), between 2S and 2P, 1(port), 1a (port), finish</p>	<p>Start, 1 (port), 1a (port), between 2S and 2P, 1 (port), 1a (port), between 2S and 2P, finish at 1</p>
In courses 1 and 2 the Start/Finish line is not restricted			
If only one leeward mark is present, it shall be rounded to port.			