![A red and white flag

Description automatically generated with medium confidence]()

Ensign Class Association

2023 Region II/III Championship

SAILING INSTRUCTIONS

July 22-23, 2023

Ensign Fleet 67 and Bucks Harbor Yacht Club

Brooksville, ME

# RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) 2021-2024, the rules of the Ensign Class Association, the Notice of Race, and these Sailing Instructions. In the event of a conflict between any of these rules, the Sailing Instructions (and any amendment thereto) shall prevail.

.

# NOTICES TO COMPETITORS.

Notices to competitors will be posted on the official notice board located on the BHYC porch.

# CHANGES TO THE SAILING INSTRUCTIONS

# Any change to the Sailing Instructions will be posted before 0900 on the day it will take effect. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

# SIGNALS MADE ASHORE

# Signals made “ashore” will be flown atop the committee boat at its mooring or at the BHYC float. Postponement signals made ashore will be lowered at least one hour before the first warning signal. The words “gun” and “horn” may be interpreted as “sound signal.”

# SCHEDULE OF RACES

|  |  |  |
| --- | --- | --- |
|  |  |  |
|  |  |  |
| Saturday July 22 | 0800-0900  0830-0900 | Breakfast at BHYC  Check-in at BHYC |
|  | 0900-0930 | Skippers’ Meeting at BHYC Porch |
|  | TBD at Skippers’ Meeting | First warning signal, additional races to follow |
|  |  | There will be one “practice” start, for which no course will be displayed. |
| Sunday, July 22 | 0800-0900  TBD at Skippers’ Meeting | Breakfast at BHYC  First warning signal, additional races to follow |
|  | 1500 | No warning signal will be made after 1500 on Sunday. If a warning is sounded prior to the deadline, such race may be started regardless of the time of any subsequent postponement or general recalls at RC discretion. |
|  | 1630 | Awards Ceremony (or as soon as feasible after racing) |

* 1. Race committee will attempt to run as many races as are practical under the conditions. One or more races will constitute a regatta. If 5 or more races are sailed a “throw out” will be allowed.

# THE COURSES

The courses are expected to be mostly windward/leeward, but the Race Committee will have the option to use any of the courses outlines in Attachment A below**. There will be an offset mark from the windward mark**. A leeward gate is optional, even though not pictured.

**Attachment A: Course Diagrams**

A diagram of a course

Description automatically generated



A diagram of a course

Description automatically generated



**LETTER COURSE DESCRIPTION**

W Windward, leeward

D Windward, leeward, with start and finish in middle of leg

T Triangle

M Triangle, with start and finish in middle of leg

O Triangle followed by windward, leeward, windward (Olympic)

G Triangle followed by windward, leeward (Gold Cup)

F “O” with start and finish in middle of leg (Modified Olympic)

The starting and finishing marks for courses D, M, and F are not marks of the course except when starting or finishing.

Courses M, W and D may be modified by additional laps around the course. When one of these courses is modified, the course posting will show numerically the number of laps to be sailed, (e.g. M2, W2, D2,). Note that the course T 1 1/3 will indicate a “triangle windward” course, with a start at the leeward mark and a finish at the windward mark. The finish line will be between the yellow flag aboard a Race Committee Boat and the course side of a nearby mark.

**6.1** Course length shall be as determined by the Race Committee. This changes Ensign Class Rule Part IV, 9, C.

# MARKS

# 7.1 Marks of the course will be inflatable yellow or orange cylinders. The starting mark may be a red tomato or a cylinder or a pink ball.

# 7.2 A yellow or orange tetrahedron will be used for a “change” of course/“new” mark.

# 7.3 A pink ball will be used as an “offset” mark from the windward mark.

# THE START

**8.1** The Start will be in accordance with RRS 26.

**8.2** The starting line will be between a staff flying a yellow flag on a Race Committee boat and the near-by inflatable mark or pink ball.

**8.3** The class flag shall be the “E” Flag.

**8.4** To alert boats that a race or sequence of races will begin soon, the Race Committee may at its discretion sound a series of short horn blasts.

# RECALLS

**9.1** Individual recalls will be indicated by a single sound signal after the starting-signal and the display of Code Flag “X.” A general recall will be indicated by two sound signals after the starting signal and the display of the First Substitute flag.

**9.2** As a courtesy, the RC may attempt to hail boats On Course Side (OCS) by loud hail. Failure of equipment, failure to hear or understand a hail, delay in hailing or the order in which hails are given will not be grounds for redress.

# GENERAL RECALLS and I FLAG

The I flag rule (RRS 30.1) will be in effect after the first General Recall in each race.

# CHANGE OF THE NEXT LEG OF THE COURSE

##### **11.1** To change the next leg of the course, the Race Committee will lay a new mark (or move the finish line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in the new position. Any mark to be rounded after rounding the moved mark may be relocated without further signaling to maintain the course configuration. This modifies RRS Rule 33.

**11.2** The RC may make minor adjustments (up to 10 degrees) to the course during a race without signaling a course change.

**11.3** If the new mark is the weather mark, then a new offset mark will NOT be used.

# THE FINISH

# The finish line will be between a yellow flag on a Race Committee boat and the finish mark, and if the course is shortened, the Race Committee boat will be flying an S flag.

# TIME LIMIT

# All races shall have a 90-minute time limit for the first boat to finish. Boats finishing more than 30 minutes after the first boat that sails the course finishes will be scored “TLE” without a hearing. See Instruction 16.2. This changes RRS Rule 35 and Ensign Class Rule III.13.

# RETIREMENT

A yacht which retires from a race should notify a Race Committee boat while still in the race area. If this is not possible, she should notify race officials on shore as soon as possible.

# PROTESTS

# 15.1 Protests shall comply with RRS 61 (including in terms of notices and a red flag).

# 

# 15.2 Protests shall be written on forms available at the BHYC porch notice board and must be lodged within one hour of the signal made as the Race Committee docks.

**15.3** The jury will hear protests in the approximate order of receipt as soon as possible after the one hour filing limit.

# SCORING AND PENALTY SYSTEM

**16.1** The regatta will be scored using the low-point system. RRS App. A. When fewer than five (5) races have been completed, a boat's score will be the total of her race scores. When five (5) or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.

**16.2** Boats failing to finish within 30 minutes after the first boat finishes will be scored as Time Limit Exceeded (“TLE”). TLE's will be scored points equal to one-half the number of yachts not finishing, rounded to the next highest number, plus the number of yachts that finished. [I.e. if there are 40 boats in the fleet and only 13 finish; the score for each of the 27 TLE yachts would be (27/2) = 14+13 (the number of finishers) = 27. Each TLE yacht gets 27 points.] This modifies ECA Rule III, 12.C.

# PRIZES

Trophies will be awarded to the top three boats. In addition, the Ensign Region II/III Championship perpetual trophy will be awarded to the winning boat.

# DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. 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. The organizing authorities will not accept any liability for material damage, personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

Approximate Racing Area:

A map of the sea

Description automatically generated