



# Kent Island Tier 3 Regatta

at Kent Island Yacht Club

Kent Island High School  
Sunday September 25th, 2022

## Sailing Instructions

### 1 RULES

The regatta will be governed by the Racing Rules of Sailing 2017-2020, the prescriptions of US SAILING, the Inter Scholastic Sailing Association (ISSA) Procedural Rules, and these Sailing Instructions.

### 2 ELIGIBILITY & ENTRIES

- 2.1 Schools and sailors must qualify according to MDSA and MASSA procedures and confirm attendance through the MDSA director by the deadline set by MDSA rules.
- 2.2 The event is limited to teams from 10 competing schools.
- 2.3 There is no entry fee for the regatta.

### 3 SCHEDULE

Report Time 0930

Competitors' Meeting 0945

First Warning 1000 (approximately)

No Race Start After 1500

### 4 FORMAT

- 4.1 16 Races are scheduled. Two complete rotations will constitute a series.
- 4.2 Two "A" Division races will be sailed followed by two "B" Division races, unless an odd number of races are sailed by each division.
- 4.3 The Race Committee has the option of sailing one race or three races in one rotation thus modifying the posted rotation.

### 5 BOATS & EQUIPMENT

- 5.1 Club 420s will be provided. Competitors shall not modify any boat or cause them to be modified in any way. Competitors have the option of rigging the mainsheet purchase either 3:1 or 4:1
- 5.2 The standing rigging shall not be adjusted. Jib halyard shall be run so that the tailing end runs behind the spreader.
- 5.3 The penalty for infringing instruction 5.1 or 5.2 will be disqualification from all

races sailed in contravention of those instructions.

5.4 Competitors shall report all damage or loss of equipment, however slight, to the dock/boat committee immediately after arriving on shore or to the Race Committee Signal Boat on the water.

5.5 Breakdowns will be decided using ISSA Procedural Rules. Loss of cotter pins and rings will not be considered as a breakdown. Failure of knots (except at the head of the main when it was determined there was not an opportunity to check it) will not be considered as a breakdown.

6 ROTATION The rotation of boats will be in accordance with the rotation sheet provided at the competitors' meeting and posted on the regatta notice board.

7. RACING AREA The racing area will be in waters adjacent to the Kent Island Yacht Club as shown in Attachment 2. In the event of light & variable wind conditions the racing area may be moved into the creek near the launching area.

8 COURSES & MARKS

8.1 Course diagrams will be posted on the official regatta notice board. The race committee, before the warning signal of each race, will hail the course to be sailed for that race.

8.2 Marks will be orange or yellow inflatable marks.

8.3 Starting and finishing marks will be either orange or yellow inflatable marks or a flag.

8.4 The Race Committee may change a mark's position before the leading boat has begun the leg leading to that mark. There will be no signal for a course change. This modifies RRS 33.

8.5 The start and finish lines will be between an orange flag on a Race Committee boat and a nearby mark.

9 STARTING SYSTEM AND RECALLS

9.1 Races will be started in accordance with ISSA PR 7.8.

9.2 Individual recalls will be made in accordance with RRS Appendix S.

9.3 General recalls will be signaled by series of short whistles. This modifies RRS 29.2 and Race Signals

9.4 Note that ISSA PR 7.8(b) states that following a general recall, the "Round-the-Ends Rule" provisions of RRS 30.1 will be automatically in effect for that race. There will be no visual signal. This modifies RRS 30.1 and Preparatory Signals.

9.5 The "Round-the-Ends Rule" provisions of RRS 30.1 may apply for any start if hailed prior to the starting sequence. This signal may be made orally. Flag "I" need not be displayed (Changes RRS 30.1).

10 PROTESTS AND REQUESTS FOR REDRESS

10.1 A boat need not fly a red flag immediately after an incident to signify a protest, but she must comply with PR 16(a) and RRS 61.1. The boat shall hail the infringing boat and inform them of the protest. The infringing boat then has the opportunity to perform the required actions to exonerate themselves at that time. If the infringing boat does not agree with the protest they must acknowledge the protest and decline the protest. At that time the original boat will need to follow up with a formal protest. A boat must notify the Race Committee immediately after finishing about her intention to protest and must identify the party or parties being

protested. This modifies PR 16(b). Protests and requests for redress (including breakdowns) must be submitted to the Race Committee at the regatta desk within 30 minutes of the protestor reaching the beach following the set of races involved in the incident. Forms will be available at the regatta desk.

10.2 Hearings will be held in the pavilion adjacent to the swimming pool as soon as possible and may be held between sets of races.

10.3 A boat being protested may perform a One-Turn Penalty per PR 10 and RS 44.2.

## 11 SCORING

11.1 Scoring will be in accordance with ISSA PR 11

## 12 SAFETY

12.1 Competitors shall wear USCG approved Type III or V personal flotation devices (PFDs) at all times while in a boat after departure from the dock until return to the dock. Inflatable type PFDs are not permitted.

12.2 Competitors will be required to wear a dry suit or a wet suit at all times while in a boat after departure from the dock until return to the docked, as direct by the Race Committee at the Competitors Meeting.

12.3 If the safety of the crew or boat is in jeopardy or if the progress of the regatta is affected, the Race Committee may require a boat to accept assistance and retire from the race.

## 13. SEAMANSHIP

13.1 Contestants are expected to handle boats and equipment in a safe and seamanlike manner. Sailing the boats up onto a beach or landings at more than a dead slow speed will be considered unseamanlike. The Race Committee, afloat or ashore, will protest such actions. Violation of this provision may be grounds for disqualification from the last race sailed or for excluding a team from any or all of the remaining parts of the event.

## 14. COACHING

14.1 Coaches, team leaders, chaperones, advisors, parents, or other support personnel shall not go afloat in the sailing area on the published dates of the regatta, unless explicitly permitted by the regatta chairperson. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing personnel.

14.2 Coaches, team leaders, chaperones, advisors, parents, or other support personnel may go afloat in the sailing area while assisting with race management.

14.3 Competitors may receive coaching, including instruction, assistance, equipment, or sustenance, only while on shore or on the docks.

## 15. TRASH DISPOSAL

15.1 Boats shall not put trash in the water. Sailors ashore shall place trash in the appropriate receptacles (Changes RRS 55).

15.2 Breach of this rule will be grounds for disqualification.

## 16. SUBSTANCE ABUSE AND BEHAVIOR

16.1 Participants are expected to act in a sportsmanlike manner at all times on and off

the water throughout the entire event.

16.2 Immediately before, during, and immediately after, no contestant shall use, either on or off the water, alcoholic beverages (beer, wine, or distilled spirits, each as defined in Chap 51 of the US Internal Revenue Code and intended for beverage use), or marijuana, cocaine, or any other controlled substance (as defined in 21 US Code 802), the possession of which, by that contestant is unlawful under 21 US Code 841. Infringements of this regulation or other discipline expectations occurring during the event may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing shall be the regatta chairperson, a member of the MASSA Board of Directors, and the protest committee chairperson. This protest committee shall, at a time and place selected by them, meet to hear said protest, and their decision to impose scoring penalties, or other sanctions they alone deem appropriate, including summary removal from the regatta, shall be final, without appeal.

16.3 Participants, coaches and guests may bring their own food however use of grills, stoves and other cooking devices is strongly discouraged. The host team will have food and refreshments available for purchase.

17. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS Part 1 – Fundamental Rules, #4, Decision to Race. 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.

18. RIGHTS TO USE NAME AND LIKENESS

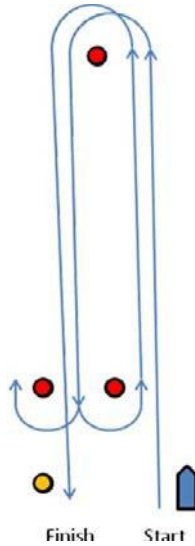
By participating in this event, competitors automatically grant to the Organizing Authority and the event sponsors the right, in perpetuity, to make, use and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from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

19. COVID POLICIES

All personnel on-site may wear a face covering while on shore. While on the water, competitors may remove their face coverings. Visitors to the site are expected to follow current societal guidelines including, but not limited to social distancing.

# Attachment 1 - Courses

Figure 1 – Course A



For Course A the gate may be replaced by a single leeward mark. If a single leeward mark is used, the boats will leave the leeward mark to port when rounding. On legs 1 & 4 the gate marks or leeward mark are not marks of the course. (The gate is open.)

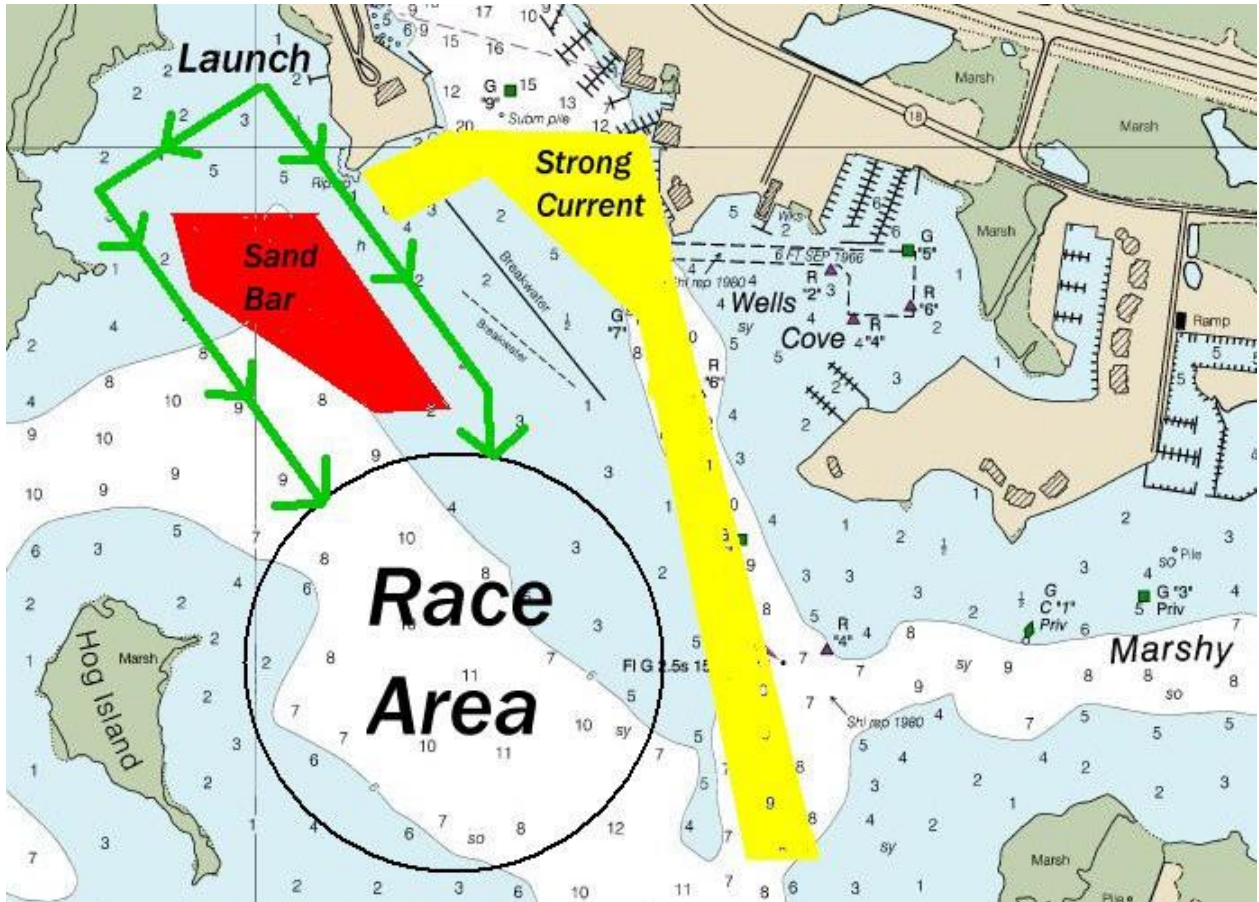
Figure 2 – Course B



For Course B on legs 2 & 3 the Start / Finish marks are not marks of the course. (The start / finish line is open.)

## Attachment 2 – Race Area

Figure 3 - Race Area



When sailing to and from the race area competitors should be aware that there is a sand bar located approximately as shown in the diagram above. Strong currents are often present in the Kent Narrow Channel and should be avoided.