



COUTA BOATS, SAILING INSTRUCTIONS (SI) for the SSCBC 2023-24 season. V1

1. [SP] CREW REGISTER & SIGN-ON

1.1 – Boats shall register all crew using the crew register process on the ONB before going to their boat to race.

1.2 - Boats shall sign-on with sail number and POB only via VHF 73 before going afloat. (This can be from a RHIB)

1.3 - Boats shall sign-off upon return to the moorings or jetty, before coming ashore.

1.4 - A boat that retires or stops racing shall notify the Race Committee as soon as reasonably possible via VHF on Channel 73.

2. CLASS FLAGS



Division 1



Division 2

3. COURSES

An RSI will detail special provisions for Fixed (BOX) Starts and Finishes and Fixed Marks, when used.

3.1 - The courses are described in the course diagrams or RSI.

3.2 - Prior to the warning signal, the course will be broadcast on CH 73 and may be displayed from the Race Committee Vessel

3.3 - If mark 1V or mark 1A is laid in the vicinity of mark 1 leave the laid mark(s) to port before and after rounding mark 1 respectively.

3.4 - WA and LA Courses Gate Marks: If only one gate mark is in position, that mark shall be rounded to port.

4. INFLATABLE MARKS

Start Pin/New Mark Orange

Finish Pin Blue

Alternate Div 2 Mark 1 Black

Other Marks Pink

5. THE START (RRS 26)

5.1 - Races will be started by using rule 26

5.2 - The starting line will be between the orange starting mark (pin end) and a staff displaying an orange flag on the committee vessel.

5.3 - To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

5.4 - A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

6. RECALLS (RRS 29)

The Race Committee will, attempt to notify OCS boats by sail number on VHF, which may be up to a minute after the starting signal. RRS 60.1 (b) is changed so that a boat may not request redress for an action or inaction under this SI.

7. CHANGING THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

7. THE FINISH

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

8. TIME LIMITS

The finish window is the elapsed time of the first boat that sails the course and finishes plus 50%.

9. PENALTY SYSTEM TURNS

9.1 - Rules 44.1 and 44.2 are changed so that only a part-turn is required.

9.2 - On a leg to a windward mark, a part-turn is a gybe and luffing to a close-hauled course as soon as reasonably possible.

9.3 - On other legs a part-turn is a tack and bearing away as soon as reasonably possible to more than 90 degrees from the true wind.

9.4 – Penalties shall not be taken in the zone of a mark or between marks 1 and 1V or 1A (Hitch legs)

10. PROTESTS, SCORING ENQUIRIES & HEARING REQUESTS

11.1 – Protests, Scoring Enquiries and Hearing Requests may be delivered to the race office using the link on the ONB, or by physically delivering it to the race Office. Forms available at the race office may be used.

11.2 - The protest time limit and redress time limit is 30 minutes after the last boat has finished the last race of the day. It will be reasonably extended by the PC when appropriate. “or two hours after the incident, whichever is later” is deleted from rule 62.2.

12.3 - A request for redress based on an incident identified in a scoring enquiry will meet the time limit if:

a) the scoring enquiry was delivered within the time limit specified as changed by SI 23.2; and

b) the request for redress is delivered as soon as reasonably possible after being notified of the race committee’s response to the scoring enquiry.

11.4 - Notices will be posted or communications made within 30 minutes of the protest time limit to inform boats of hearings that will be held that day.

12. USE OF ENGINE TO AVOID COMMERCIAL SHIPPING

12.1 - Boats with a reasonable apprehension of interfering with commercial shipping shall use their engine to stay clear:

12.2 – [DP] A boat shall inform the Race Committee by radio when she uses her engine under this instruction

12.3 – [DP] After engine use, a boat shall not have gained an advantage in the race.