

BBYRA CHAMPIONSHIP SERIES

2025 ROSE COURSE SAILING INSTRUCTIONS

The notation '[DP]' in a rule means the Protest Committee may award a penalty other than disqualification. The notation '[NP]' in a rule means it shall not be grounds for protest by another boat. This change is added to RRS 60.1.

1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the Racing Rules of Sailing (RRS), the prescriptions of US Sailing, these Sailing Instructions, the Notice of Race, the BBYRA Regulations and class rules as applicable by fleet. Documents are available on the website www.bbyra.org.
- 1.2 RRS 60.1 is modified so that a boat may not protest another boat for an alleged breach of any class rule other than class equipment / measurement rules.

2. NOTICES TO COMPETITORS

- 2.1 The Official Notice Board for Notices to Competitors shall be the BBYRA website www.bbyra.org.
- 2.2 The Protest Notice Board shall be the BBYRA website www.bbyra.org, except on SPYC Race Day, the Protest Notice Board shall be located on the downstairs west porch at Seaside Park Yacht Club.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to these Sailing Instructions shall be posted on the BBYRA website Official Notice Board no later than 1800 the Friday before the scheduled race day, or on the water communicated to each boat prior to her warning signal. The RC may attempt to broadcast any SI amendment postings via text message (see SI 19 for information on signing up for text notifications); failure to receive a text message shall not be grounds for redress. This modifies RRS 61.2 (a).

4. SIGNALS MADE ASHORE

- 4.1 There shall be no signals made ashore.

5. SCHEDULE OF RACES

- 5.1 Three races are scheduled for each race day. See **ROSE COURSE SAILING SCHEDULE**.
- 5.2 The warning signal for the first race for the E Scow class shall be at 1000.
- 5.3 The warning signal for the first race for the Melges 15 class shall be at 1330.
- 5.4 No warning signal shall be made after 1600.

6. RACE VENUES

- 6.1 The Rose Course will be sailed on two racing venues on Barnegat Bay. See **ROSE COURSE SAILING SCHEDULE** for race day venue designations. The sailing venues shall be:
 - a) The "Green Island Course" north of the Mathis Bridge.
 - b) The "Seaside or Wanamaker Course" south of the Mathis Bridge.

7. THE COURSES

- 7.1 The courses shall be Windward/Leeward.
- 7.2 The number of legs shall be displayed on the Start Boat course board.
- 7.3 An offset mark may be employed at the weather mark. When present, boats shall round the offset mark to port while approaching and after rounding the weather mark.
- 7.4 A gate may be set as the leeward mark. When a leeward gate is set, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

8. MARKS

- 8.1 The starting mark shall be a yellow pin.
- 8.2 The turning marks shall be large orange balls.
- 8.3 The windward offset, if used, shall be a smaller green ball.
- 8.4 The Change mark, if used, shall be a large ball with alternating yellow and black panels.
- 8.5 The Finish mark shall be a yellow pin.

- 8.6 The Start Boat or Finish Boat may set a stand-off buoy. When present, this stand-off buoy, the line attaching it to the Start Boat or Finish Boat, and the Start Boat or Finish Boat shall be considered part of the starting or finishing mark.

9. THE START

- 9.1 Races will be started using RRS 26.
- 9.2 The starting line shall be between a staff displaying an orange flag on the Start Boat at the starboard end and a starting mark as identified in SI 8.1 at the port end.
- 9.3 The race committee may attempt to hail and broadcast sail numbers of boats that are OCS on VHF Radio. Failure to hail or broadcast any sail numbers; failure of a boat to receive the recall hail or broadcast; a boat's position in the sequence of hail or broadcast numbers; promptness of the hail or broadcast shall not be grounds for redress. This changes RRS 29.1 and RRS 61.2(a).
- 9.4 A boat that does not start within 4 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes RR A5.1 and A5.2.

10. THE FINISH

- 10.1 For upwind finishes, the finishing line shall be between a staff displaying an orange flag on the Finish Boat and a finish mark as identified in SI 8.5 on the port side of the Finish Boat.
- 10.2 For downwind finishes, the finish line shall be between a staff displaying an orange flag on the Start Boat and a finish mark as identified in SI 8.5 on the port side of the Start Boat.
- 10.3 These instructions modify RRS Race Signals.

11. CHANGING THE NEXT LEG OF THE COURSE

- 11.1 During the race, marks may be repositioned without signal for minor changes in the course (up to 15 degrees and up to .2nm in length). This modifies RRS 33. The race committee may attempt to broadcast such mark movements to the fleet via VHF radio. Failure to broadcast same, or failure of a boat to receive same shall not be grounds for redress. This modifies RRS 61,1.
- 11.2 When a change in course is signaled, the new mark shall be the change mark as provided by SI 8.4. If a subsequent change is signaled, the new mark shall be the original mark.
- 11.3 RRS 33 is modified such that:
- a) Paragraph a) is modified to read "If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and the new course displayed on a course board."
 - b) Paragraph b) is deleted.

12. PENALTY SYSTEM

- 12.1 RRS Appendix V1 and RRS Appendix V2 applies.

13. TIME LIMITS

- 13.1 The time limit for each race will be two hours.
- 13.2 Boats failing to finish within two hours, or within 20 minutes after the first boat sails the course and finishes shall be scored TLE (Time Limit Expired) without a hearing. This modifies RRS 35 and A 5.3.

14. PROTESTS AND REQUESTS FOR REDRESS

- 14.1 **[DP] [NP]** A boat shall inform the race committee finish boat immediately after finishing of its intention to protest another boat and provide the sail number of the protested boat. This modifies RRS 60.2.
- 14.2 Protest forms are available online at www.bbyra.org. Protests and requests for redress or reopening shall be delivered within the appropriate time limit either:
- a) Electronically at www.bbyra.org for all weeks except the last race day of the Series (SPYC), or
 - b) On the last race day of the series (SPYC) only, in person to the Protest Committee Chairman or Secretary, Area PRO, or BBYRA Flag Officer.
- 14.3 A boat requesting clarification about her score(s), based on posted results should submit a Scoring Inquiry Form as soon as reasonably possible after results are posted. If after review by the scorer, the competitor wishes to file for redress, the request should be delivered as soon as reasonably possible after learning of the outcome of the scoring inquiry.

- a) A Scoring Inquiry may be filed electronically at www.bbyra.org; by emailing the scorer at scorer@bbyra.org, or on the last race day of the series (SPYC) only, in person to the Protest Committee Chairman or Secretary, Area PRO, or BBYRA Flag Officer.
- 14.4 The protest time limit is 2000 on the day of the race in question, except on the last scheduled racing day when the protest time is 45 minutes from the time the Rose Course Start Boat docks. This modifies RRS 60.3
- 14.5 A boat intending to take a post race penalty per RRS Appendix V2, may submit the acceptance of penalty either by filing electronically at www.bbyra.org; by emailing the protest committee at protest@bbyra.org, or on the last race day of the series (SPYC) only, in person to the Protest Committee Chairman or Secretary, Area PRO, or BBYRA Flag Officer.
- 14.6 Notices will be posted as soon as possible after the protest time limit on the official Protest Committee notice board at www.bbyra.org. Hearings will be held at Regatta Headquarters commencing at 1600 on the next scheduled race day or at a location and time agreed upon by the protest committee and interested parties, except on the last race day when hearings will be held immediately following the races. Protests may be held online via video conference when applicable

15. SCORING

- 15.1 **[DP] [NP]** In order to qualify for the Championship series, a boat shall check in with the Start Boat in at least 50% of the races started for her class.
- 15.2 RRS A5.3 shall apply.
- 15.3 For all classes, RRS A2 is modified so that:
- a) A boat's worst race of the Championship Series will be dropped on an ongoing basis after the 5th, 10th, 15th, 20th, 25th and 30th race is completed and revised race scores posted on the BBYRA website.
- b) Drops are directly related to the number of races completed, and no fleet shall receive more than 6 drops.
- 15.4 The last sentence of RRS A5.3 is changed to read "A boat that did not come to the starting area shall be scored the points equal to the number of boats that came to the starting area plus one point."
- 15.5 Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus, two points by the race committee without a hearing. This changes RRS A5.3

16. SAFETY REGULATIONS

- 16.1 **[DP] [NP]** Changes in sail number or registered skipper (person in charge) must be reported to the Scorer prior to the boat's warning signal. Email scorer@bbyra.org or submit through the BBYRA website www.bbyra.org. Failure to comply with this rule may result in a boat not being scored.
- 16.2 **[DP] [NP]** The skipper need not be the helmsman but must be on board while racing.
- 16.3 **[DP] [NP]** A boat that either retires from a race or retires prior to starting a race shall notify either by VHF or in person, the race committee or a patrol boat prior to leaving the race area.

17. EQUIPMENT AND MEASUREMENT CHECKS

- 17.1 **[NP]** A boat may be inspected by the race committee at any time for compliance with the required safety equipment for her class (see **NOR APPENDIX 1** for required safety equipment per class). When Flag L and a class signal are displayed at the finish line, boats in the signaled class shall proceed immediately to the inspection boat flying the same signal in the vicinity of the finish line for a mandatory safety inspection. Boats shall remain in the area of the inspection boat until dismissed. While awaiting inspection, contact with other boats is prohibited. A boat that fails to comply with this sailing instruction, or does not display the required safety equipment to the inspection boat, shall be protested by the Race Committee. The penalty for breaking this sailing instruction shall be DSQ for the race immediately preceding the inspection.

18. RADIO COMMUNICATION

- 18.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 18.2 The Race Committee will communicate with competitors on VHF channel 71.
- 18.3 Information broadcast by the Race Committee over VHF is a courtesy to competitors only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 61.2(a).

19. COURTESY TEXT MESSAGING TO COMPETITORS

- 19.1 The PRO may attempt to communicate courtesy weather alerts, delays, emergencies or other notifications in real time to competitors via text message. FIX ME TO USE NOR The BBYRA will not accept any liability for

failure to transmit or a boat's failure to receive a courtesy text message. Failure to receive a text message shall not be grounds for redress. This Modifies RRS 61.2 (a)

- 19.2 Competitors may sign up for courtesy text messaging by texting the letters: BBYRA to the number (848) 289-8100. An automatic confirmation will be sent when the request is received. Texts to competitors will come from the number (848) 289-8100.

20. RISK STATEMENT

- 20.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' 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 authority will additionally not accept any liability related to illness prior to, during, or after the regatta.