

SAILING INSTRUCTIONS

84th ANNUAL SOUTHWESTERN SNIPE CHAMPIONSHIP

October 3-4, 2020

Corinthian Sailing Club and Snipe Fleet #1

White Rock Lake, Dallas, Texas

Management and Rules:

- 1.1 All races are under the jurisdiction of the Snipe Class International Racing Association (SCIRA) and under the management of the Race Committee of the Corinthian Sailing Club of Dallas, Texas and shall be conducted in accordance with the following rules:
- 1.2
 - a) The rules as defined in the Racing Rules of Sailing 2017-2020
 - b) The current US Sailing Prescriptions
 - c) The current SCIRA Class Rules, By-Laws, Rules of Conduct for National and Local events
 - d) In case of conflict between the Notice of Race or the ROC's and the Sailing Instructions, The Sailing Instructions shall prevail.
- 1.3 Advertising is permitted as per Snipe Class rules.

Entry and Eligibility:

- 2.1 Eligible boats and Class member skippers may enter by completing registration with Corinthian Sailing Club of Dallas, Texas. **All skippers must be members of SCIRA and all boats must be registered with SCIRA.**
- 2.2 N/A
- 2.3 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests for a change of crew shall be submitted in writing to the Principal Race Officer.
- 2.4 Once a skipper and/or crew have been excused, they may not return for the balance of the series.
- 2.5 The Race Committee may inspect competitors or boats not racing at any time. Equipment inspections are normally initiated at the finish of the race.
- 2.6 Bow numbers will not be used.
- 2.7 Competitors will register for the "Championship" fleet or the "Newcomers" fleet depending upon the experience of the skipper. Any boat skippered by a competitor who has never before skippered in a SCIRA sanctioned race **may** (but is not required to) register for the "Newcomers" fleet. All other boats will register for the "Championship" fleet. "Newcomers" shall fly a 1" wide green ribbon attached to the aft 1" of the main sail within 1" of the lowest batten. Ribbons will be provided. Both fleets will start on the same line at the same starting signal and shall have their finishes recorded separately.
- 2.8 Maximum of fifteen boats will be accepted for registration. The previous year's champion is automatically registered unless notice to the contrary is received by the SCIRA representative.

Notices to Competitors:

- 3.1 Notices to competitors will be posted on the official regatta notice board located at the North Entrance Gazebo of the Corinthian Sailing Club.
- 3.2 Race Committee notices or changes to the Sailing Instructions shall be posted and signaled no later than thirty (30) minutes before the departure of the main Race Committee boat, except any change in the schedule of races will be posted by 7:00 PM on the day before it will take effect.
- 3.3 Any change or amendment to the Sailing Instructions shall have the prior approval of the SCIRA Representative.

Competitor's Meeting:

4. There shall be no advance competitor's meeting. Questions relating to these Sailing Instructions and the Notice of Race may be sent via text or email to the SCIRA representative and Principal Race Officer as set forth below. Questions received prior to October 3, and their answers, will be printed and posted on the regatta notice board by 9:00 AM on October 3. All other questions and answers will be posted as quickly as reasonably possible.

Principal Race Officer: Steve Bell, 214-714-3337, epi_dude@yahoo.com

SCIRA Representative: Gene Soltero, 214-336-2864, gene-snipe@soltero.org

Signals Made Ashore:

- 5.1 Signals made ashore shall be displayed at the flagstaff near the end of the pier at the main Corinthian Sailing Club building and announced by a two horn blast signal per RRS Racing Signals.
- 5.2 Flag "AP" (Alternating red and white Pennant) with two horn blast signals (one signal when lowered) means the race is postponed. The next warning signal shall be made not less than thirty (30) minutes after the "AP" is lowered.

Schedule of Races:

Day and Date, Time of Warning Signal

- 6.1 Saturday 10/3/2020: 10:30 AM first signal. 1 or 2 races before lunch. The "H" flag will signal return to harbor (for lunch, and also weather, if needed). Back to back races after lunch. Start of no race later than 6:00 PM, unless unusual circumstances require a later time. The "A" flag will signal end of races for the day.
- 6.2 Sunday 10/4/2020: 9:30 AM first signal. Back to back races. Start of no race after 12:30 PM. The "A" flag will signal end of races for the day. Awards to follow.
- 6.3 The Race Committee shall attempt to complete as many races as it can over two days. The actual number of races per day may vary depending on conditions. One race shall constitute a Regatta. After the seventh race, the worst race score (without limitation) will be excluded from scoring. This changes A2.1.

Racing Area:

7. The Racing Area location is White Rock Lake, Dallas, Texas, with the specific location of each race, which may change from race to race, at the sole discretion of the Race Committee, with the advice of the SCIRA representative.

Courses:

- 8.1 Courses used shall be one or more of those shown in the Course Diagram in the SCIRA Official Rule Book and shall be described as:

An **Olympic Course**, signaled by the letter “**O**” posted on the Race Committee boat signal board, consisting of a triangle followed by windward, leeward and windward legs and finishing at Mark 1.

A **Triangular Course**, signaled by the letter “**T**” posted on the Race Committee boat signal board, consisting of TWO triangles followed by a windward leg and finishing at Mark 1.

A **Windward and Leeward Course**, signaled by the letter “**W**” posted on the Race Committee boat signal board, consisting of windward and leeward legs, TWICE around, followed by a windward leg and finishing at Mark 1.

See course diagrams in the addendum.

- 8.2 Depending on conditions present, it may be necessary for the Race Committee to modify the courses set forth in 8.1 above due to geographic limitations of White Rock Lake and decrease or increase the number of times around a Triangular Course or Windward and Leeward Course (for example 1, 3, or 4 times around rather than twice around). If a decrease or increase, a number (1, 3 or 4) will be placed on the board below the course designator of “**T**” or “**W**” to show the number of times around. This course “modifier” has no effect on the authority of the Race Committee to change or shorten the course after the start per section 8.7 and section 13 below. The SCIRA Representative shall be consulted on any course modification as contemplated within this section 8.2 beforehand.
- 8.3 The course diagram shall indicate the order in which marks are to be passed or rounded and the side on which each mark is to be left.
- 8.5 Course marks shall be left or passed to port.
- 8.6 All legs of a posted course must be sailed unless the course is shortened or abandoned per RRS 32. The length of the course may be modified per RRS 33.
- 8.7 SCIRA minimum wind velocity and shifts requirements are waived for this regatta. Minimum first leg length requirements are also waived. The Race Committee shall set courses that in their best judgement will take 30-60 minutes for the first boat to complete.

Marks:

- 9.1 Primary marks 1, 2 and 3 shall be Yellow or Orange shapes.

- 9.2 New marks used in accordance with Change of Course After the Start shall be Yellow or Orange shapes with a black band.

The Start:

- 10.1 Races shall be started in accordance with RRS 26 (5-4-1 minute intervals) and RRS 30. The Race Committee boat may sound a series of short horn blasts approximately one minute prior to the 5-minute warning signal to indicate that the 5-minute warning signal is imminent. Both fleets will start on the same line at the same starting signal.
- 10.2 RRS 30.3 and 30.4 (“U” and “Black Flag Rule”) shall not be used.
- 10.3 The Starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end and, at the port end, an orange shape.
- 10.4 A boat shall not start more than ten (10) minutes after her starting signal. Any boat started later shall be scored DNS without a hearing.

Reporting at Starts:

- 11.1 Before start of first race each day, upon display of the “L” Flag, each boat is required to sail past the stern of the Race Committee boat on starboard tack and to verbally check in. The Race Committee boat shall be the boat anchored at the starboard end of the starting line
- 11.2 When the Race Committee verbally acknowledges a boat’s sail number, the check-in has been officially noted.
- 11.3 Any boat failing to check in accordance with instructions 11.1 and 11.2 shall receive a scoring penalty equal to 10% of the starters in that race in conformance with the SCIRA Scoring Table.

Recalls:

- 12.1 Individual recalls shall be signaled in accordance with RRS 29.1 and indicated by the hoisting of Flag “X” (blue cross on a white field), and accompanied with one horn signal. An attempt to hail the On Course Side competitors shall be made, but failure to be hailed, the timing of such a hail, or failure to hear a hail is insufficient cause for redress under RRS 62.
- 12.2 A general recall shall be signaled in accordance with RRS 29.2 and indicated by the hoisting of Flag “First Substitute” (yellow triangle within blue triangle), and accompanied with two horn signals. A new 5 minute warning signal shall be made one minute after the lowering of the Flag “First Substitute”.

Change of Course After the Start:

- 13.1 A change of course shall be signaled near the mark beginning the leg so changed by a Race Committee by displaying Flag “C” (blue, white and red horizontal stripes) with a periodic sound signals before the leading boat has begun the leg so changed. The new mark may or may not be in position at that time. In lieu of a bearing a red flag will indicate the changed mark had been set to port or a green flag will indicate it has been set to starboard of the original position

- 13.2 Any mark to be rounded after rounding the new (changed) mark may be relocated to maintain the correct course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with a primary type of mark.
- 13.4 The course may be shortened per RRS 32.2 upon the sounding of two horns and the raising of the “S” flag (white with blue center square) at any time before the first boat crosses the finish line.

The Finish:

- 14.1 The finish line shall be between an orange flag or shape on a Race Committee boat and a nearby mark, which will be either: (A) a mark of the course, or (B) a temporary mark set when the finish line is between marks of the course.

Time Limit:

- 15.1 The races will be managed to last 30-60 minutes for the first boat to finish. A different time (shorter or longer) used to complete the race will not be ground for requesting redress. Any boat on the course that has not finished more than 30 minutes after the first has finished shall be scored TLE (Time Limit Expired) without hearing. This changes Rule 35 and A11. The race committee may direct one or more boats significantly behind the fleet on the last leg of the course to return to the starting line for the next race. In each such case the returning boat shall be awarded points as if she had finished in her relative place at the time of notification (as determined by the Race Committee, in their sole judgement and not subject to Redress).
- 15.2 The time limit for the first boat to complete the first lap is 40 minutes from start. If the first boat fails to complete the first lap within 40 minutes the Race Committee shall abandon the race. For purpose of this Rule a lap means the rounding of Mark 3 for the first time.
- 15.3 The time limit for the first boat to finish will be ninety (90) minutes. Should one boat finish within the time limit any additional boats on the course yet to finish will be scored TLE without a hearing. This changes RRS 35 and A11.

Withdrawing from the Race:

16. A boat which exits the course shall do her best to notify the Race Committee at first opportunity.

Protests:

- 17.1 A competitor’s intent to protest shall be reported to the Race Committee promptly upon finishing that race. This modifies RRS 61.1(a).
- 17.2 Protests shall be made in writing on forms available at the Corinthian Sailing Club North Gazebo and filed with the Race Committee chairman (PRO) within thirty (30) minutes of the commencement of the protest filing time which commencement shall be signaled by a one horn signal from the Race Committee Boat upon docking after the final race of the day. The protest filing time limit shall be thirty (30) minutes long.
- 17.3 Protest notices and hearing schedules specifying the protester and protestee shall be posted no later than thirty (30) minutes after the expiration of the protest filing time limit.

- 17.4 RRS 66 is changed by adding this sentence: “On the last day of racing, a party to a hearing may ask for a reopening only if the request is received within thirty (30) minutes of receiving the protest decision.”

Scoring:

- 18.1 The low point scoring system per RRS A4 shall apply modified to allow scoring for TLE (Time Limit Expired). TLE shall be scored as one more than the last boat to finish. After the seventh race, the worst race score (without limitation) will be excluded from scoring. This changes A2.1.

Penalties:

- 19.1 **Penalty at the time of the incident:** Appendix V1 shall apply. The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’ Any competitor using a One-Turn or Two-Turns penalty shall report that use to the Race Committee promptly upon finishing that race.

- 19.2 Penalty taken after a race:** Appendix V2 shall apply. After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to a race official that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

- 19.3 Mediation:** The alternative to "Protest", with the on the water call of “MEDIATION” available for helping Newcomers learn the rules, will be used for this regatta and available to all competitors. The boat seeking to mediate shall notify the race committee upon finishing that she wishes a mediation and shall fill out and file a protest form requesting the mediation as if it were a protest, with the word "Mediation Request" at the top of the form. The PRO shall appoint the mediator and the hearing shall be conducted as if it were a protest hearing. If a mediation form is timely filed and posted, any boat not timely attending the mediation shall be given a 30% Scoring Penalty. Any boat may, in the spirit of good sportsmanship, elect to accept a 30% Scoring Penalty upon completion of a mediation in which she was clearly at fault.

Team Racing:

20. The use of team racing tactics shall not be tolerated. If the Race Committee (acting under RRS 32) or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and, if possible, resailed excluding the participation of the infringing boat(s). This modifies RRS 36. If the race is not resailed the infringing boat(s) shall be subject to protest and disqualification.

Support Boats:

21. Team leaders, coaches and other support personnel shall not go afloat in the racing area during the racing except upon Race Committee designated spectator boats. The Race Committee may initiate additional restrictions by posting them on the Official Notice Board. Any boat associated with personnel determined to have violated this rule shall be subject to protest and assessment of a 20% penalty for the race in which the violation occurred.

Disposal of Refuse:

22. RRS 55 shall apply, "A competitor shall not intentionally put trash in the water".

23. Prizes:

- 23.1 Prizes shall be awarded to the skipper and crew for the top five (5) places for the Championship Fleet and the top three (3) places for the Newcomers Fleet.
- 23.2 Commodore Isaacks Trophy (1932) rededicated in 1966 as "The Southwestern" Snipe Championship Perpetual Trophy awarded to the first place Skipper annually.
- 23.3 The George Moore Perpetual Trophy Southwestern Snipe Championship Crew awarded annually to the first place crew annually.

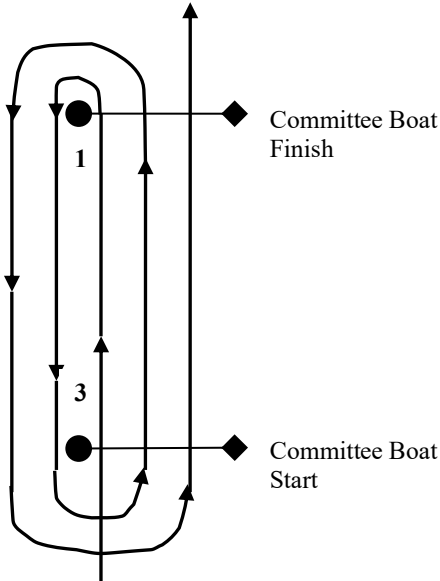
Local Regulation:

- 24.1 City of Dallas Parks Department requires that one throwable floating cushion be aboard per yacht in addition to personal flotation devices for each person on board. An extra personal flotation device will satisfy this requirement.

Disclaimer of Liability

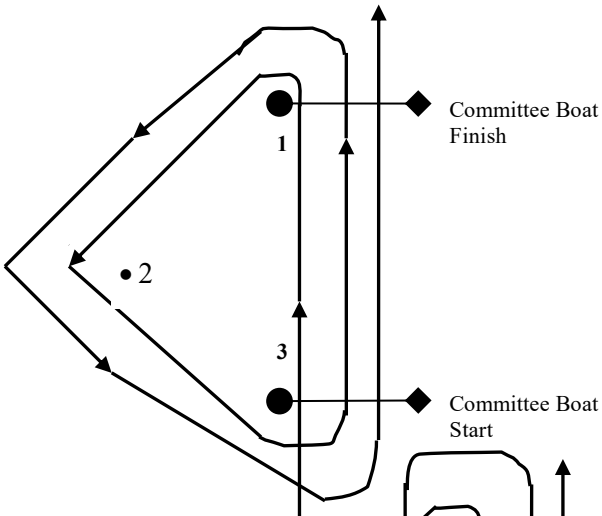
Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority, host fleet, race committee members, or SCIRA representative will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

APPROVED COURSE AND COURSE INDICATORS



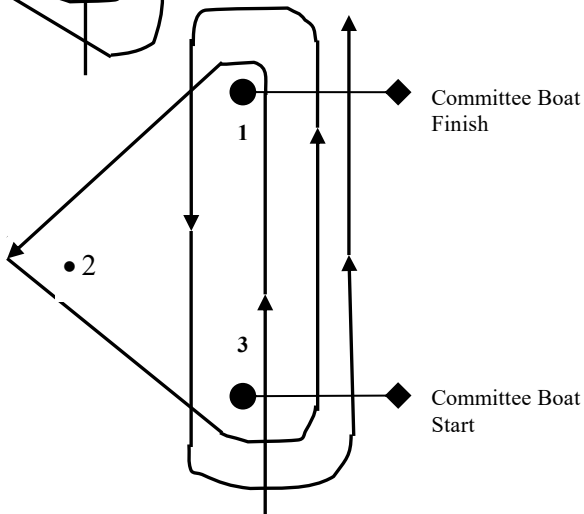
WINDWARD/LEEWARD
Mark Sequence 1 – 3 – 1 – 3 – 1

Signaled by the letter “W” consisting of windward and leeward legs, TWICE AROUND followed by a windward leg and finishing at Mark 1. May be modified before the start per Section 8.2.



TRIANGLE
Mark Sequence 1 – 2 – 3 – 1 – 2 – 3 – 1

Signaled by the letter “T” consisting of TWO triangles followed by a windward leg and finishing at Mark 1. May be modified before the start per Section 8.2.



OLYMPIC
Mark Sequence 1 – 2 – 3 – 1 – 3 – 1

Signaled by the letter “O” consisting of a triangle followed by windward, leeward and windward legs finishing at Mark 1.