

# CATAMARAN RACING ASSOCIATION OF MICHIGAN

# SAILING INSTRUCTIONS

(Revised: *November 2021*)



The Catamaran Racing Association of Michigan (CRAM) is the Organizing Authority.

The notation '[NP]' in a rule in the SI means that instruction is not grounds for protest or a request for redress by a boat. This changes rule 60.1. The notation '[DP]' in a rule means that the penalty for a breach of the rule, may, at the discretion of the protest committee, be less than disqualification.

## 1 RULES

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The US Sailing prescription to RRS 63.2 will not apply.
- 1.3 [NP] RRS 40.1 applies at all times.

## 2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted not less than 90 minutes prior to the first scheduled race on the day it shall take effect, except that any change in the schedule of races shall be posted by 18:00 or by the protest time limit, whichever is later on the day before it will take effect.

## 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board, the location of which shall be announced at the initial competitors' meeting and published in the Supplemental Sailing Instructions (SSIs) for the event.
- 3.2 A competitors' meeting will be held at 09:30 on the first morning of the event. Other competitors' meetings may be scheduled – check the official notice board.
- 3.3 While not required, having on board a VHF marine radio is strongly recommended.
- 3.4 On the water, the race committee intends to monitor and communicate with competitors on a VHF channel announced at the initial competitors' meeting and published in the SSIs for the event.
- 3.5 [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 4 SIGNALS MADE ASHORE

- 4.1 Signals ashore will be displayed at a location which will be announced at the initial competitors' meeting and published in the SSIs.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

## 5 SCHEDULE OF RACES

- 5.1 The first warning signal on the first day(s) of an event will be at 11:00; the first warning signal on the last day of the event will be at 10:30.
- 5.2 The Race Committee (RC) will attempt to run three to five races per day, conditions permitting. There is no maximum number of races.
- 5.3 On the last scheduled day of racing no warning signal will be made after 13:00. This may be changed by the race committee; the new time will be posted on the official notice board no later than one (1) hour prior to the start of racing that day (this is an exception to SI 2).

## 6 CLASS FLAGS AND STARTING ORDER

Class flag assignments and the order of starts will be announced at the initial competitors' meeting and published in the SSIs. Fleets may be combined at the discretion of the race committee.

## 7 RACING AREA

The racing area will be announced at the initial competitors' meeting and published in the SSIs.

## 8 THE COURSES

- 8.1 The diagrams in **Appendix A** show the courses (including the course designation number), the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 The RC intends to have a gate at the leeward end of the course. However, a single leeward mark may be set, in which case it shall be left to port.
- 8.3 The RC signal boat shall display on its starboard side the designated course number on a placard and may also display the approximate compass bearing and distance of the first leg.

## 9 MARKS

- 9.1 Marks A, B and C (the gate) shall be **orange** inflatable marks.
- 9.2 If used, the offset Mark 1A shall be a **yellow** inflatable mark.
- 9.3 New marks, as provided in SI 12, shall be a **yellow** inflatable mark.
- 9.4 The starting and finishing marks shall be inflatable marks or a flag on a staff, distinct from the rounding marks.

## 10 OBSTRUCTIONS

If there are any obstructions on or near the racing area, they will be announced at the initial competitors' meeting and published SSIs.

## 11 THE START

- 11.1 The starting line shall be between a staff displaying an orange flag on the signal boat and the course side of the mark as described in SI 9.4.
- 11.2 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.3 A boat starting later than ten (10) minutes after her starting signal shall be scored Did Not Start without a hearing. *This changes rule A5.1.*
- 11.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. *This changes RRS 62.1(a).*
- 11.5 After the first race of the day, it is the intention of the RC to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

## 12 CHANGE OF THE NEXT LEG OF THE COURSE DURING A SERIES OF STARTS

- 12.1 The Race Committee may signal a change of course for a class not started as follows: Flag C will be displayed at or before the warning signal for that class with multiple sounds. The new A Mark will be **yellow**, but after a second change during the race, the changed mark will be **orange**. Flag C will continue to be displayed to each class for which the **yellow** Mark 1 applies.
- 12.2 To change the position of the next mark during a race, the RC shall 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 shall be replaced by an original mark.

## 13 THE FINISH

The finishing line shall be between a staff displaying a blue flag on the signal boat and the course side of the mark described in Instruction 9.4.

## 14 PENALTY SYSTEM

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## 15 TIME LIMITS

- 15.1 The time limit for each race is ninety (90) minutes.
- 15.2 If no boat has passed the first A Mark within thirty (30) minutes, the race shall be abandoned.
- 15.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. *This changes RRS 35, A5.1 and A10.*
- 15.4 The Race Committee may finish stragglers on the course. The method of finishing and positions awarded shall be at the discretion of the Race Committee. *This changes RRS 35 and A5.1.*

## 16 HEARING REQUESTS

- 16.1 The protest time limit is 60 minutes after the docking of the RC signal boat for or after the RC signals 'No more racing today', whichever is later. The time will be posted on the official notice board.
- 16.2 Hearing request forms are available from the race committee.
- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. The location of the hearing(s) will be also be posted at that time.

**17 SCORING**

- 17.1 Four boats of the same one-design class are required to make a fleet, otherwise they will sail in the Open Fleet(s). Skippers from a fleet that are serving on the race committee shall be added to those registered to race when determining fleets.
- 17.2 The Small Catamaran Handicap Rating System (SCHRS) will be used to score Open fleets.
- 17.3 One (1) race shall constitute a series.
- 17.4 In accordance with RRS A2.1, a boat's worst score shall be excluded after five (5) races have been completed.
- 17.5 The points awarded of RRS A5.2 and scoring abbreviations of RRS A10 are amended as follows:
  - DNF** (Did Not Finish) – score equal to the number of finishers +1 in that race.
  - TLE** (Time Limit Expired) – boats not finishing within 30 minutes of the first finisher shall receive a score equal to the number of finishers +1. *This also changes RRS 35.*
  - DNS** (Did Not Start) – score equal to the number of registrants in that class.
  - OCS** (On Course Side) – score equal to the number of registrants in that class.

**18 SAFETY REGULATIONS [DP][NP]**

- 18.1 Each boat is required to have a righting system that allows the boat to be righted by the boat's crew.
- 18.2 Before the start of the first race of the day, and after any postponement ashore, competitors are requested to sail past the stern of the signal boat on starboard tack and hail their sail numbers to check in.
- 18.3 A boat that retires from a race shall notify the RC as soon as possible.

**19 AWARDS**

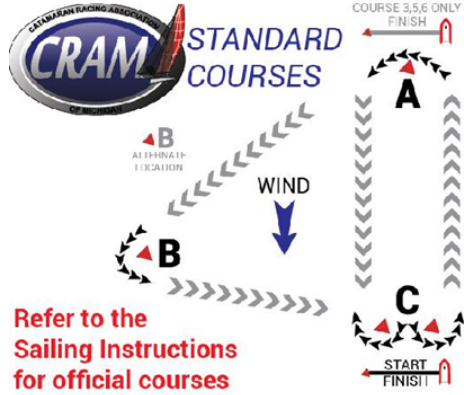
- 19.1 The number of boats registered in the fleet determines the number of trophies awarded to a fleet. This may be modified by the Commodore.

<u>Number of Boats in a Fleet</u>	<u>Number of Trophies Awarded</u>
4	1
5	2
7	3
10	4
13 or more	5

**20 RISK STATEMENT**

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.**

**Appendix A**  
**CRAM Standard Courses**



Refer to the  
**Sailing Instructions**  
 for official courses

- |          |                    |                 |
|----------|--------------------|-----------------|
| <b>1</b> | <b>A C A</b>       | DOWNWIND FINISH |
| <b>2</b> | <b>A C A C A</b>   | DOWNWIND FINISH |
| <b>3</b> | <b>A C A B C</b>   | UPWIND FINISH   |
| <b>4</b> | <b>A C A B C A</b> | DOWNWIND FINISH |
| <b>5</b> | <b>A C</b>         | UPWIND FINISH   |
| <b>6</b> | <b>A C A C</b>     | UPWIND FINISH   |
| <b>7</b> | <b>A B C A</b>     | DOWNWIND FINISH |
- ALL MARKS LEFT TO PORT, EXCEPT GATES**  
**An offset mark may be used at A Mark**  
**C Mark may be a gate (shown) or a single mark**