

BALTIMORE SAILING CLUB



BALTIMORE CUP SAILING INSTRUCTIONS

1. RULES

- 1.1 Races/Events will be governed by the “rules” as defined in the current Racing Rules of Sailing (RRS) 2021 - 2024, the Notice of Race and these Sailing Instructions. If there is any conflict between a Notice of Race (NoR) and the Sailing Instructions (SIs), the SIs shall take precedence.
- 1.2 The Organising Authority is Baltimore Sailing Club.
- 1.3 Each boat shall carry her National Letters and sail numbers on her mainsail.

2. APPLICABLE CLASS AND OTHER RULES.

- 2.1 Boats racing in classes will be governed by class rules except as clarified or modified by the Club Classes. See Appendix 1: 1720's, Appendix 2: Sloops and Appendix 3: Cruisers.

3. ONUS ON THE BOAT.

It is up to the entrant to find out information contained under the headings on this document or other information required to ensure that the entered boat can sail around the course to the satisfaction of the entrant. No redress will be given for information which was reasonably required and which the entrant did not obtain prior to starting.

4. ELIGIBILITY

- 4.1 Only entrants who have completed registration & paid the appointed fee are eligible to race.
- 4.2 The Baltimore Cup is an Open event.
- 4.3 Each boat is required to hold adequate third party liability insurance.
- 4.4 Every entrant warrants the suitability of his boat for the race or races. A boat is entirely responsible for its own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility. It is for the boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or going to sea, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them. Each boat is responsible to ensure that it is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and that the crew know how to use it.
- 4.5 The Race Organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races. No act by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the racing and the event and includes the Organising Authority, the Class Associations, the Race Committee, the Race Officer, patrol boats and Beachmasters.

5. OFFICIAL NOTICE BOARD & BRIEFING

- 5.1 The Official Notice Board will be located on or beside the blackboard outside Baltimore Sailing Club. Briefings will be posted on the notice board.

6. ALTERATIONS TO SAILING INSTRUCTIONS OR SCHEDULE

- 6.1 Any alterations to the SIs will be posted on the Official Notice Board not later than two hours prior to the scheduled start of the first race on the day it will take effect.

7. SIGNALS MADE ASHORE

- 7.1 Signals made ashore will be displayed from the main flagstaff at Baltimore Sailing Club.

8. REGISTRATION & RACE PROGRAMME

- 8.1 Registration. Entry forms must be completed online and entry fees must be paid in full.

8.2 Race Schedule.

The Organisers and/or the Race Officer have the right to change the number of races which constitute a day or event prior to the start of the event.

Baltimore Cup

Day 1 - Warning Signal Saturday 31st July – 13:55

Day 2 - Warning Signal Sunday 1st August – 13:55

Race Schedule as per the Club Program and these SI's or as amended or clarified by the organizers at the briefing.

Generally 3 races per day with a total of 6 races and in some cases a total of 7 races.[See below]

If 4 races are sailed on day one due to a bad weather/lack of wind forecast on day two then no more than 3 races may be sailed on day two to bring the total to 7 races.

If 3 races are sailed on day one then only a maximum of 3 races may be sailed on day two.

9. CLASS FLAG

The Class code flag shall be the accepted Class Flags.

10. SAFETY

Whilst the Organizing Committee strongly recommends that personal buoyancy be worn at all times, it is the responsibility of each boat to comply with Class Rules, and wear adequate personal buoyancy for the prevailing conditions. No signal will be flown on the Committee Boat.

11. RACING AREA

The primary race area will be inside Baltimore harbor, if conditions prove unfavorable, a second race area north of the Gasconade sound or South West of the Beacon may be used. Any change from the primary race area will be posted on the club notice board at least 2 hours before the appointed start time.

12. THE COURSE

12.1 1720's

Generally the course for all races will be Windward/ Leeward with a beat to the finish of either 2 or 3 rounds as indicated at the notice board and/or on a committee boat board. A spreader mark may be used and this will be also indicated by the RO either on the notice board and/or on a committee boat board.

12.2 Sloops

Generally the course for all races will be triangular of either 2 or 3 rounds plus a beat to the finish as indicated at the notice board and/or on a committee boat board.

12.3 Cruisers

Generally the course for all races will be triangular of either 2 or 3 rounds plus a beat to the finish as indicated at the briefing and/or on a committee boat board.

12.4 The Race Committee has the right to change all of the above at any time prior to the warning signal.

13. MARKS

13.1 Racing Marks will be club buoys as indicated at the briefing. 1720's generally have round orange buoys. Sloops generally have flagged club buoys. Cruisers generally have set round orange buoys.

13.2 The Race Committee has the right to change all of the above at any time prior to the warning signal.

14. THE START

14.1 Races will be started using RRS 26.

14.2 A boat shall start not later than 5 minutes after her starting signal.

15. CHANGE OF COURSE AFTER THE START

The Race Committee may move a buoy without notice at their own discretion but may not move a buoy while the leading racing boat is more than 100m from the previous mark. A dragging or moving mark will not be grounds for protest/redress.

16. SHORTENING COURSE

The course may be shortened for any reason at the discretion of the Race Committee. A rib or other organizing boat displaying flag "F" and making repeated sound signals at any mark means proceed to the finish line and finish straight through the line.

18. THE FINISH

The Finishing Line shall be between the red and white pole on the committee boat and the Finishing ODM, which shall be the same mark as the starting ODM, positioned in the same or in a different place.

No vessel shall pass through the line when the blue flag is raised other than when finishing the race. Breaking this rule will result in a DSQ.

19. TIME LIMIT

Any boat which fails to finish within 15 minutes of the leading boat shall be scored as 'Did not Finish'.

20. RETIRING

A retiring boat shall make every effort to promptly inform the Race Committee, either by hailing or on VHF, and in particular whether she intends to compete in subsequent races that day or go ashore.

21. PROTESTS

21.1 In addition to the obligations in RRS 61.1(a) protesting boats shall, immediately after finishing, inform the Race Committee (on the Committee Boat at the Finish) of their intention to lodge a protest.

21.2 Protest Forms will be available from the Club Office.

- 21.3 All protests shall be delivered to the Club Office (at Baltimore Sailing Club) within protest time. Protest time will end approximately 1.25 hours after the finishing time of the last boat in the last race of the day for in harbor races and 1.5 hours for races outside the harbor.
- 21.4 Arbitration may be offered by the Race Committee.
- 21.5 Protests may be held on zoom, BSC will provide facilities for same if required.

22. SCORING & DISCARDS

- 22.1 The low-point scoring system, RRS Appendix A, will apply.
Did not Compete = number of entrants on that day +1
Did not finish = number of starters+1
Disqualified = number of starters +1
- 22.2 League results and Baltimore Cup will be based on each race to count with discards applied as follows.
1-4 Races =0
5-8 Races = 1

23. PRIZEGIVING & PRIZES

- 23.1 Daily prize giving's will be held outside the Club as soon as possible after racing each day.
- 23.2 Overall prize giving for the Baltimore Cup is on the evening of the last day.

24. VHF COMMUNICATION

The Race Committee will operate on Channel 10, and may broadcast the starting sequence on this channel.

Appendix 1 1720's

Amendments / clarifications to class rules.

- 1720 Class Weight Limit is removed for the Baltimore Cup and replaced with the following:
 - The maximum Number of crew allowed on any one vessel is 6
- The same crew must start and finish the event following the ISA guidelines around the use of a 'POD' crew.
 - If a crew member must be replaced due to extreme circumstances, a written request must be submitted to the organizing authority 2 hours before the first gun on the day of racing.
- No corrector weight/engine rule and no minimum number of sails carried on board rule will apply.
- Bowsprit rule: Bowsprits shall not be extended on an upwind leg. An upwind leg is a leg on which spinnakers cannot be set.
Except:
A) Once the bow of the vessel has passed the windward mark.
B) Within 5 boat lengths of the leeward mark but never on port tack
C) Within 5 boat lengths of the leeward gate on port or starboard if a leeward gate is used.

Note that the upwind leg starts at the leeward mark when the Bow of the boat crosses the extension of an imaginary line drawn through the leeward mark and the windward mark after rounding the leeward mark and finishes when the Bow of the boat crosses the extension of an imaginary line drawn through the leeward mark and the windward mark after rounding the windward mark.

- Penalty Turns: To exonerate herself a boat may take a 2 turn penalty for infringements which happen where either she or another involved boat are partly or fully within the mark zone. To exonerate herself a boat may take a 1 turn penalty for infringements which happen where she or another involved boat are fully outside the mark zone or for touching a mark.