



Beer Can Series Races 2015

*The Rudder Club of Jacksonville
8533 Malaga Ave.
Jacksonville, FL 32244*

SAILING INSTRUCTIONS

1. RULES:

- 1.1 This series of races is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 These Sailing Instructions apply for all races in the Rudder Club Beer Can series for the year 2015.
- 1.3 The Beer Can Series is an informal series of races designed to bring sailors to the race course that might not otherwise race. Although it is informal the RRS still apply.
- 1.4 The name of this series in no way shall be construed as encouraging drinking alcohol beverages during the race or operating any boat or piece of equipment while exceeding the alcohol blood level as prescribed by Florida law.
- 1.5 Racing Rules 35 and A4.1 are changed by SI 12.
- 1.6 Racing Rule 63 is changed by SI 13
- 1.7 Racing Rule A9 is changed by SI 14

2 NOTICE TO COMPETITORS: Notices to competitors will be posted on the Official Bulletin Board located on the Rudder Club's North exterior wall.

3 CHANGES IN THE SAILING INSTRUCTIONS: Any changes to the Sailing Instructions will be posted on the Rudder Club web site and on the Official Bulletin Board located on the Rudder Club's North exterior wall no later than 1430 on the day of the race. Oral changes to the Sailing Instructions may be communicated to each boat prior to its warning signal and are allowed only on the water.

4 SIGNALS MADE ASHORE:

- 4.1 Signals made ashore will be displayed from the flag pole located on the North side of the Rudder Club.
- 4.2 The warning signal for the first class will be made not less than 30 minutes after Code Flag AP is lowered.

5 SCHEDULE:

- Beer Can Races will be held on the 2nd and 4th Saturday of the months of June, July, and August of 2015. The dates are the on the 13th and 27th of June; the 11th and 25th of July; and the 8th and 22nd of August.
- 5.1 One design series races are scheduled as follows. Changes of scheduled dates will be promulgated by a change to the NOR. Target start time will be 1500. There is no formal competitors meeting; however, an informal competitor gathering is encouraged at 1400 to discuss start procedures select the pathfinder for the first race and decide on a course. Time on time scoring

will be in effect so no distance calculations are necessary.

6 CLASS FLAGS: Boats will race as one class. There are no class flags. A modified Gate (Rabbit) Start will be used (See SI 10)

7 RACING AREA

The racing area will be in the St. Johns River between the Buckman Bridge to the south and the Fuller Warren Bridge to the north as depicted on NOAA Chart 11492.

8 COURSES:

The course will be as posted by the initial Gate Boat.

9 MARKS:

- 9.1 Marks may be either government navigation marks as depicted on NOAA Chart 11492 or navigation marks and FCSA River marks as depicted on Addendum A. Government marks will be designated by their number as appearing on the chart. If using River Marks (Addendum A), in addition to the marks shown, an inflatable orange mark may be set to windward and designated "X" (XRAY). Mark E if used will be an inflatable mark set in the vicinity of River Mark E as shown in Addendum B.

10 START

The start will be a modified Gate (Rabbit) Start as follows:

- 10.1 An informal competitor's meeting will be held at 1400 during which the Gate Boat will be determined (third boat to register or a volunteer).
 - 10.2 The person in charge of the Gate Boat will be the Race Officer for that race.
 - 10.3 The Gate Boat will post the course and the start time.
 - 10.4 If subsequent races are run the Gate Boat is the boat that was first to finish in the preceding race.
 - 10.5 The initial Gate Boat will drop a Port Limit Mark and trail another mark at least one boat length behind as an extension of the Gate Boat.
 - 10.6 The start will be between the Port Limit Mark and the Gate Boat (trailed mark).
 - 10.7 Before starting boats are not allowed to be on the windward side of the Gate Boat or sail above close hauled and must remain clear of boats to leeward. Boats needing to slow can ease sail.
 - 10.8 Starting Sequence
- | Signal | Sound | Minutes before |
|--------|-------|----------------|
|--------|-------|----------------|

starting gate opens

Warning	1 sound	5 (approx.)
Start	1 sound	As signaled
Gate Closed	1 long sound	

- 10.9 Just before the starting time the Gate Boat will commence a port tack close-hauled course leaving the Port Limit Mark to port and make the starting sound signal as it passes the mark. All other boats will cross the start line on starboard tack between the Port Limit Mark and the Gate Boat.
- 10.10 After 60 seconds, or after all boats have started, whichever is earlier, the Gate Boat shall close the gate by making 1 long sound signal. The gate may then tack and recover the towed marker as desired.
- 10.11 If the Gate Boat is obstructed or prevented from executing the start procedure it will abort the start by bearing away and making 3 sound signals. A new start sequence will begin as soon as possible.
- 10.12 The horn and trailed mark will be passed to the next Gate Boat after the finish.

11 FINISH

The finish line will be an imaginary line perpendicular to the final leg of the course and extend a distance approximately equal to that of the total waterline length of all boats racing. It will extend to the right of the Port Limit Mark relative to the final leg

12 TIME LIMIT

The time limit for the first yacht in each starting class to finish is 90 minutes from her start. Boats failing to finish within 30 minutes after the first boat will be scored "DNF." This changes Rule 35 and A4.1.

13 PROTESTS

- 13.1 Protest forms are available at the Rudder Club Race Office.
- 13.2 For each class the protest time is two hours after the last boat has finished the last race of the day.
- 13.3 "Arbitration" (Appendix T Section D) may be used - Prior to protest hearing, parties to protests between two or more boats, where the alleged infringement is of a rule contained in Part 2, are invited to resolve the issues at an informal protest mediation. Participation is entirely voluntary, and is not a pre-condition to participation in a "protest hearing." (rule 63 is changed by the following instructions)
- 13.4 For protests involving an alleged breach of a Part 2 rule, a short mediation hearing shall be held prior to a protest hearing.
- 13.5 After the written protest form is properly lodged, one representative from each boat will meet with the mediator; no witnesses will be allowed. Protests not resolved by mediation will be lodged with the protest committee.

- 13.6 A boat that accepts fault at the mediation hearing shall receive a penalty score of 30% of the number of boats entered (rounding 0.5 upward) added to her finishing position, except that she shall not be scored worse than DSQ. The scores of other boats shall not be changed; therefore two boats may receive the same score.

- 13.7 The mediator is neither the race committee nor the protest committee; therefore, decisions of the mediator cannot be grounds for redress or be appealed.
- 13.8 Should a formal protest be desired, it can be filed on line, using the Protest Form format contained in the RRS. It will be filed with the raceoffice@rudderclub.com and a formal protest meeting will be scheduled.

14 SCORING

- 14.1 A boat's total score for the day's racing will be the sum of her score for all races on that day. One race is necessary to constitute a daily series.
- 14.2 Scoring will be in accordance with the Time on Time Portsmouth System.
- 14.3 A list of Portsmouth ratings for all anticipated contenders will be maintained on the Club bulletin board by the Race Office. These are also available at <http://www.ussailing.org/racing/offshore-big-boats/portsmouth-yardstick/current-tables/>. Boats not listed may obtain a rating by contacting the Race Office or Dick Allsopp at 904-314-5237.
- 14.4 Each boat will take its own finish time and compute corrected time based on the following formula. Corrected time equals the boats elapsed time times 100 and then divided by the Portsmouth rating. Elapsed time must be converted into hours and decimal minutes and seconds. A guide will be posted to assist in this conversion. Corrected times may be left in hours and decimal hour format.
- 14.5 Elapsed time is based on the posted start time for the race and a boats finish time.
- 14.6 There are no formal class divisions.

15 SAFETY REGULATIONS

- 15.1 Yachts shall not impede the passage of a vessel which can safely navigate only within a narrow channel, and give way to commercial fishing vessels while fishing or vessels with restricted ability to maneuver.
- 15.2 In accordance with Rule 42.3(i), providing no significant advantage is gained, a boat may employ propulsion using an engine or other method to remain clear of a non-racing vessel when required by Inland Rules.

- 16 PARTICIPATION:** Sailing is an activity that has an inherent risk of damage and injury. There are no rescue boats or committee boats for this series. Competitors in this series are participating entirely at their own risk and must take into consideration the absence safety boats. See RRS 4, Decision to Race. Completion and submission of a registration form for these races constitute an acceptance of and agreement to abide by the Racing

Rules of Sailing, the Race Notice and these Sailing Instructions.