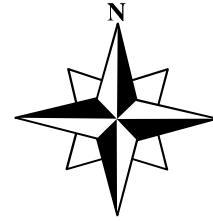
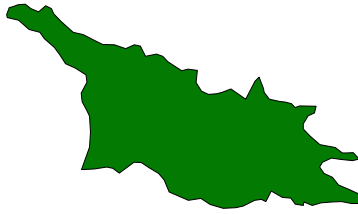
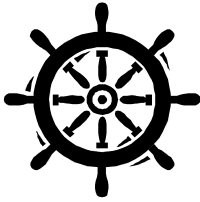


# 2004 St. Clements Pursuit Race (Cruising/Overnight)



## *SCHEDULE OF EVENTS*

Saturday 25 & Sunday 26 September 2004

08:55	<b>Warning Signal</b> - All Yachts
08:56	<b>Preparatory Signal</b> - All Yachts
08:59	<b>Preparatory Signal Down</b> - All Yachts
09:00	<b>Sequence Start Signal</b> - All Yachts - See Individual Delay Times!

**Individual Yacht Starting Times Will Be Delayed In Accordance With The Times As Shown In The Attached Starting Sequence Time Table**

Note:

Start line will be at *Mo(A) "D"* (Red/White at Bluff Point) Saturday.

Start Line will be *Fl R 2.5s "2"* (Red mark off Long Point, St. Clements Bay) Sunday.

Depending on weather conditions and/or wind conditions the Race Officer may shorten the start to *Fl G 4s "25"* (Saturday) or *RW Mo (A) "C"* (Sunday) - In this case, Yachts shall use the shortened course start times in the attached time table.

**!!Rendezvous after Saturday's race!!**

**Raft-up in the vicinity of the finish line. (Please remember to keep clear of finishing yachts.) Party until last yacht finishes then move to anchorage in Canoe Neck Creek where the party will resume until there's no one left standing!**

# 2004 St. Clements Pursuit Race

## GENERAL SAILING INSTRUCTIONS

**RULES** - The Races will be sailed in accordance with the *Racing Rules of Sailing (RRS) for 2001-2004*, as adopted by USSA (except as modified by specific references in these instructions), and by these Sailing Instructions. All Yachts shall race with sails and equipment allowed by their handicap. Changes in equipment or sails that may impact a yacht's handicap will be reported to the Race Officer before starting the race.

**LIABILITY** - The Dahlgren Yacht Club (DYC) and all parties involved in the organization and execution of the Races shall not be liable for any accident, injury, damage, or loss, personal, material or otherwise, before, during or after the Race. Each skipper is solely responsible for the safety of his/her crew, his/her vessel and him/her self.

**ENTRY ELIGIBILITY** - This is a "Cruising" race open to all interested parties. All yachts intending to race must have a valid PHRF (of the Chesapeake Bay) or they will be assigned a "Guest" PHRF rating as best determined by the Dahlgren Yacht Club Race Officer. All entries must complete a proper Race Data Form with the Dahlgren Yacht Club or be a current member of DYC.

**NOTICES TO COMPETITORS** - Changes in the Sailing Instructions will be published on the Notice Board not later than 08:00 (one hour before the race starting time). The Notice Board is located on the exterior wall of the DYC building facility. In addition, changes will also be posted at Dahlgren Marine Works. Race announcements may be broadcast on VHF Channel 68, and may include delay notice, premature starter identification, general recall, etc.

**RACE OFFICER BOAT** - The Race Officer (RO) Boat is marked as such by displaying a RO Flag. **Race Officer will monitor VHF Channel 68. During the race, all yachts shall monitor Channel 68 for a period of 10 minutes, starting 5 minutes before and ending 5 minutes after each hour for any announcements or safety notification.**

USE VHF TO CONTACT RACE OFFICER FOR EMERGENCY OR SAFETY REASONS.

**ORDER OF STARTS** - Individual Yacht starting times will be delayed in accordance with the times as shown in the attached starting sequence timetable. In the event of a shortened start to *Fl G 4s "25"* (Saturday) or *RW Mo (A) "C"* (Sunday), Yachts shall use the shortened course start times in the attached timetable. If neither a normal start nor a shortened start at the above locations is possible, then the RO Boat may initiate a normal (IAW *RSS Rule 26* System 2) sequence (Blue Raised– P Raised – P Lowered – Blue Losered) with all yachts starting at the lowering of the blue class flag.

**STARTING AND FINISH LINE** - The Starting Line is limited by the Orange Flag on the Race Officer Boat (a red/orange float mark, a barging buoy considered an extension of the RO boat, may be used at or near the RO boat) and the designated start mark in the course instructions. The Finish Line is limited by the Orange Flag on the RO Boat (a red/orange float mark, a barging buoy considered an extension of the RO boat, may be used at or near the RO boat) and the designated finish mark in the course instructions, or as designated by a shortened course.

In the event that the Race Officer boat is not on station when the first yacht finishes, the first finishing yacht will take her finish time as well as the finish times of the remainder of the fleet until such time that the Race

Officer boat arrives on station. All times should be GPS times. However, since handicaps are based on distance and not elapsed times, other local time is acceptable as long as all times are against the single time reference so that the delta finish times are consistent.

**STARTING METHOD** - There is only one class and its flag is **BLUE**. The standard start line will be used, but it may be considerably shorter than usual. Yachts will start in accordance with the sequence attached. The scheduled starting time is 9:00. The delay (Answering Pennant) will be lowered at Starting Time – 6 minutes (scheduled for 08:54). The class signal (Blue Flag) will be raised and a horn sounded at Starting Time minus 5 minutes (scheduled for 08:55), followed by the preparatory (P Flag) and a horn at Starting Time – 4 minutes (scheduled for 08:56). P Flag will be lowered and a horn sounded at Starting Time – 1 minute (scheduled for 8:59). The class flag will be lowered and the first start horn sounded at Starting Time (scheduled for 09:00). Thereafter starting sound signals will be made at the intervals listed in the start sequence list. Prior to each start the RO Boat may attempt to display a board showing the PHRF Handicap of the next Yacht(s) to start. The Officer may announce the preparatory, warning, and sequence start on VHF Channel 68. During the final five (5) minutes before any Yacht START, Yachts having more than five (5) minutes before their START signal shall keep clear of the starting area and any competitors who are about to start.

Note: It is strongly suggested that starting sequence begin (lowering of the Answer Pennant, Delay Flag) at 6 minutes to the hour to minimize the arithmetic that needs to be performed not only by the Race Officer, but also by each skipper to determine the actual start time. GPS time is strongly encouraged so that all will have a similar time reference. In the event the start does not happen as scheduled at 9:00, Race Officer will compute the start time for each yacht and relay the information to each skipper via VHF Channel 68 or voice hail.

**COURSES** - The courses shall make use of Government and other marks as called out in the course description below. The Latitudes and Longitudes were taken from NOAA charts on <http://maptech.com> and are believed to be accurate. Use at your own discretion. Distances (in parentheses) are from the previous mark.

**Saturday Course.**

<b>CHART NAME</b>	<b>PASS MARK TO:</b>	<b>LATITUDE</b>	<b>LONGITUDE</b>	<b>DESCRIPTION</b>
<b>Start</b> <i>RW "D"</i> <i>Mo(A) WHIS</i>	Starboard	38 ° 16.80'	76 ° 57.95'	Red/White "D" Mo(A) Whistle (Bluff Point)
<i>Fl G</i> <i>4s "29" BELL</i>	Port	38 ° 18.51'	76 ° 59.48'	Green "29" Bell (2.09 nm)
<i>RW "D"</i> <i>Mo(A) WHIS</i>	Port	38 ° 16.80'	76 ° 57.95'	Red/White "D" Mo(A) Whistle (Bluff Point) (2.09 nm)
<i>Fl G 4s "25"</i>	Starboard	38 ° 15.36'	76 ° 54.44'	Green "25" (3.11 nm)
<i>YN "J"</i>	Port	38 ° 12.51'	76 ° 52.91'	Yellow Nun "J" (Off Pope's Creek) (3.08 nm)
<i>RW "C" Mo</i> <i>(A) WHIS</i>	Port	38 ° 11.83'	76 ° 44.66'	Red/White "C" Mo(A) Whistle (St. Clements) (6.52 nm)
<i>R G N "HI"</i>	Port	38 ° 12.63'	76 ° 42.20'	Red/Green Nun "HI" (East of Heron Island Bar) (2.09 nm)

<b>Finish</b> <i>Fl R 2.5s "2"</i>	Starboard	38 ° 14.46'	76 ° 43.43'	Fl R 2.5s "2" (Long Pt. St Clements Bay) (2.07 nm)
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**Sunday Course.**

MARK NAME	PASS MARK TO:	LATITUDE	LONGITUDE	DESCRIPTION
<b>Start</b> <i>Fl R 2.5s "2"</i>	Port	38 ° 14.46'	76 ° 43.43'	Fl R 2.5s "2" (Long Pt. St Clements Bay)
<i>R G N "HI"</i>	Starboard	38 ° 12.63'	76 ° 42.20'	Red/Green Nun "HI" (East of Heron Island Bar) (2.07 nm)
<i>RW "C" Mo (A) WHIS</i>	Starboard	38 ° 11.83'	76 ° 44.66'	Red/White "C" Mo(A) Whistle (St. Clements) (2.09 nm)
<i>Y N "J"</i>	Starboard	38 ° 12.51'	76 ° 52.91'	Yellow Nun "J" (Off Pope's Creek) (6.52 nm)
<i>Fl G 4s "25"</i>	Port	38 ° 15.36'	76 ° 54.44'	Green "25" (3.08 nm)
<i>RW "D" Mo(A) WHIS</i>	Starboard	<i>RW Mo (A) "D" BELL</i>	<i>RW Mo (A) "D" BELL</i>	Red/White "D" Mo(A) Whistle (Bluff Point) (3.11 nm)
<i>Fl G 4s "29"</i>	Port	38 ° 18.51'	76 ° 59.48'	Green "29" Bell (2.09 nm)
<b>Finish</b> <i>RW "D" Mo(A) WHIS</i>	Port	<i>RW Mo (A) "D" BELL</i>	<i>RW Mo (A) "D" BELL</i>	Red/White "D" Mo(A) Whistle (Bluff Point) (2.09 nm)

**MARKS & CHANGE OF COURSE AFTER THE START-** Rounding marks are existing navigation marks as identified in the course description. The course shall not be changed after the start, however the RO may initiate a shorted course (see SHORTENING THE COURSE).

**POSTPONEMENT OF THE START** - The Answering Pennant displayed by the RO Boat and two (2) sound signals indicates that the race is postponed. The WARNING signal to resume the START will be made one (1) minute after lowering of the Answering Pennant.

Saturday - the Race Officer may shorten the start to *Fl G 4s "25"*.

Sunday - the Race Officer may shorten the start to *RW "C" Mo (A) WHIS*.

In the case of a shortened start, Yachts shall use the shortened course start times in the attached timetable. If neither a normal start nor a shortened start at the above locations is possible, then the RO Boat may initiate a normal (IAW Rule 4.3(a) System 2) sequence (Blue Raised – P Raised – P Lowered – Blue Lowered) with all yachts starting at the lowering of the Blue class flag.

**INDIVIDUAL RECALL** - International Code Flag "X" displayed by the RO Boat and one (1) sound signal and attempted "Hail" by the RO will indicate one or more premature starting yachts. When all premature starters have returned *to the pre-start side of the starting line* or when four (4) minutes have passed, International Code Flag "X" will be lowered. The RO may hail, "ALL CLEAR". However, it is the responsibility of each competitor to make a proper start.

**GENERAL RECALL** - (Only used if a normal start IAW Rule 26 System 2 has been initiated.)

International Code Flag "**First Substitute**" displayed by the RO Boat and two (2) sound signals will impose a general recall. A new PREPARATORY signal will be made one (1) minute after lowering the "**First Substitute**" Flag with one (1) sound signal.

**SHORTENING THE COURSE** - International Code Flag "S" displayed by the RO Boat and two sound signals indicates that a shortened course is in effect. In the event of extraordinary conditions, the course may be shortened. Shortened course finish position will be at one of the course rounding marks. In the event the course is shortened, the finishing line is between that rounding mark and the Orange Flag displayed by the RO Boat.

**ABANDONMENT** - International Code Flag "N" and Three (3) sound signals indicates an abandoned or canceled race. The RO has discretion to Abandon a race due to weather, insufficient wind, or for any other reason directly effecting the safety or fairness of the competition. Yachts should remain in the vicinity of (in contact with) the RO boat in preparation for a restart. In the event of a restart, a new WARNING signal will be made one (1) minute after lowering the International Code Flag "N" with one (1) sound signal.

**ALTERNATE PENALTY FOR RULE INFRINGEMENT** - The alternate penalty for rule infringement is in effect. A yacht may exonerate herself of a minor rule infraction by completing two (2) full 360 degree turns (720 degrees) as prescribed in *RRS Rule 44*. The alternate penalty for touching a course MARK is one (1) full 360 degree turn.

**TIME LIMIT** - The time limit for each race shall be 1700 hours. The Finish of one or more yachts within the time limit constitutes a race for all yachts. The remaining yachts have until 1830 to Finish (1 hour & 30 minutes after the time limit), otherwise they will be scored DNF. If no yacht completes the race within the time limit, the race is canceled. The RO may shorten the course to enable yachts to complete the course within the time limit.

**PROTESTS** - A protesting boat is obliged to present a written protest to the Race Officer within 1 hour after completion of the race on the day of the incident. Protest forms are available at the Race Officer Boat or at the Notice Board (DYC). Participants in a race are obliged to verify whether they are involved in a protest.

**HANDICAPPING METHOD** - PHRF of the Chesapeake ratings shall be used to establish corrected starting times or score corrected finish times. Judgments, exceptions, and adjustments to the handicaps will be at the sole discretion of the RO.

**SCORING** - Low Point (*RRS Appendix A2*) Scoring System. First = 1 points; second = 2; third = 3; etc. DNF = number of starters + 1; DNS and DSQ = number of (in fleet) registered boats + 1. The results of both races shall be combined to determine the final position of each yacht. Tie breaker will be the total cumulative race time (corrected) for both races.

**ADVERSE CONDITIONS/RESPONSIBILITY** - Participants shall compete only at their own risk and responsibility. A decision by the Race Officer to conduct a race does not relieve a skipper of his/her responsibility for deciding whether or not to race. The safety of a yacht and her crew and its entire management, including insurance, shall be the sole and inescapable responsibility of the owner/skipper. All competitors are reminded of the Fundamental Rule A, "Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so". Boats not starting or withdrawing before finishing must so notify the RO at the earliest possible time.

**Dahlgren Yacht Club**  
**St. Clements Race**

2004 Non-Member Race Data Form

YACHT TYPE/CLASS: \_\_\_\_\_

BOAT NAME: \_\_\_\_\_ SAIL #: \_\_\_\_\_

YACHT TYPE (Make/Manufacturer/Year): \_\_\_\_\_

PHRF RATING: \_\_\_\_\_

HULL COLOR \_\_\_\_\_ SAILING CLUB \_\_\_\_\_

SKIPPER NAME: \_\_\_\_\_  
LAST FIRST

STREET ADDRESS: \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE: \_\_\_\_\_ / \_\_\_\_\_  
(HOME) (WORK)

**LIABILITY WAIVER**

I understand the risks involved in yacht racing and am participating at my own risk. The Dahlgren Yacht Club and all parties involved in the organization and execution of the Race shall not be liable for any accident, injury, damage, or loss, personal, material or otherwise, before, during or after the Race. It is my sole responsibility for the safety of myself, boat and crew.

Skipper Sign: \_\_\_\_\_