

**Boston Sailing Center**  
Lewis Wharf

**Soling Racing  
General Information  
Summer 2010**

The attached Sailing Instructions describe the courses, signals, and starting sequences to be used by the Race Committee. In order to derive the greatest enjoyment and benefit from racing, safety, and seamanship must be priorities. We have therefore established the following guidelines to be followed by all participants in Boston Sailing Center's Racing Program:

1. Boston Harbor is a major commercial traffic area. Please note that all large deep draft commercial vessels have the right of way under all circumstances. The race committee maintains radio contact with the Coast Guard, harbor pilots and ship captains, and upon their request or on its own discretion may abandon a race in progress or delay a start for the passage of such vessel. **When it is necessary to abandon a race in progress the committee boat will:**
  - 1.) Display an "N" flag (blue and white checkerboard)
  - 2.) Sound several short blasts of its horn
  - 3.) Indicate visually and verbally which side of the ship channel you must immediately sail to await the passage of the vessel. In calm conditions the committee boat may tow you out of the channel. However, it is each team's responsibility to sail safely and prudently at all times. A team may be disqualified for impeding the passage of a deep draft vessel.

**The Coast Guard enacts a security zone (2 miles ahead, 1 mile behind, and 500 yards either side) around LNG tankers both inbound and outbound. If you are underway during the transit of a LNG tanker follow the instructions of the race committee or the patrol boats escorting the tanker.**

2. In regard to smaller vessels of any type, keep the "General Prudential Rule" in mind at all times. While racing do not assume that another vessel will necessarily grant your right of way. Be ready with a bail out maneuver in all cases of potential collision.
3. All collisions must be reported to the BSC office either by filing a protest or filling out a collision report. Describe the incident, identify the other boats involved and list any damage
4. Please note all boat maintenance problems in the log in the office. Damaged sails should be put in the sail repair pile and tagged. Please be specific when indicating the location of damage. **Any team that does not bring in sails in need of repair will be charged an additional fee of \$25.**
5. Inspect your spinnaker before sailing. If you find any damage bring the spinnaker to the office. We will repair it or give you a spare. If a tear occurs during racing, we recommend you immediately douse to prevent the tear from getting larger (and more expensive). You can then request a spare spinnaker from the Race Committee.
6. If a boat or sail is damaged by user error, the skipper or skippers found to be at fault by the BSC will be responsible for the cost of repairs. Damage caused by guest skippers will be billed to the host team's skipper.

# Boston Sailing Center 2010 Summer Soling Racing

## Sailing Instructions

### 1. Rules

Racing will be governed by the 2009-2012 ISAF Racing Rules of Sailing and the prescriptions of US Sailing except when modified by these sailing instructions.

### 2. Changes in Sailing Instructions

Any change in the Sailing Instructions will be posted in the Riverboat before 5:00 PM on the day it will take effect.

### 3. Schedule of Races

May 18 through August 26, 2010 races are scheduled each Tuesday and Thursday evening from 6:00 PM until sunset. The warning signal for the first race will go off at approximately 6:15 PM.

### 4. Racing Area

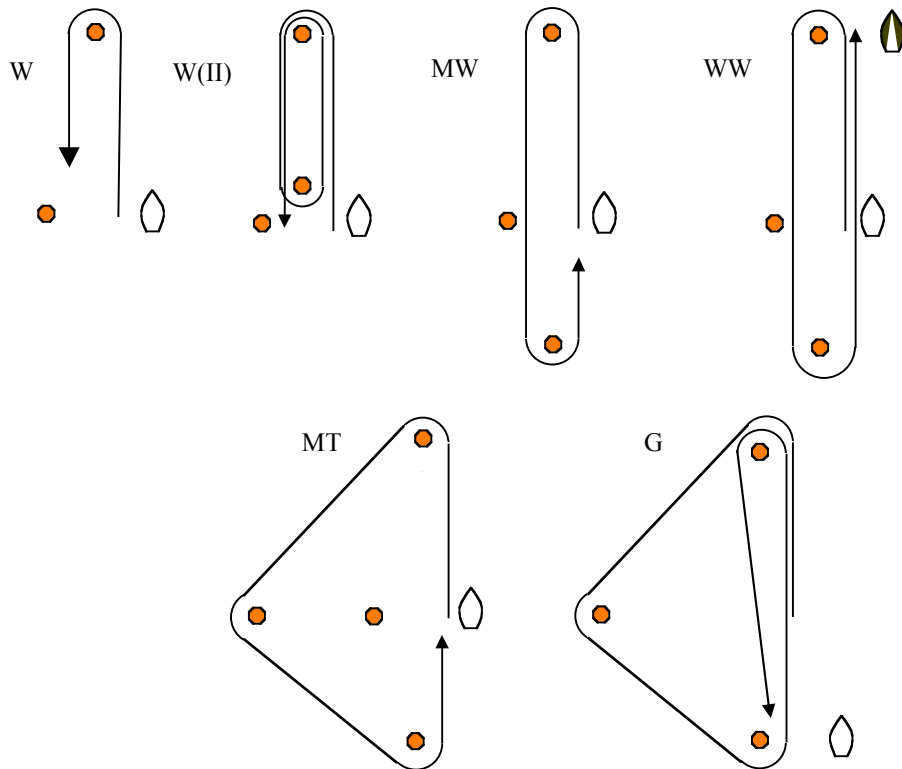
The racing area will be as shown in the attached excerpt from a chart of Boston Inner Harbor.

### 5. Marks of the Course

Portable marks are spheres about two feet in diameter.

### 6. The Course

- 6.1 The diagram below shows the courses used, including the approximate angles between legs and the order in which marks are to be rounded or passed. A windward offset mark or leeward gate in place of a leeward mark may be added to these courses.



- 6.2 The course to be sailed will be designated by letter(s) on the Committee Boat course board. Marks shall be rounded in order and left to port, except when a gate or offset mark, are used, as described in 6.3 and 6.4.
- 6.3 An offset mark, if used, will be set approximately 85 feet to the left of the windward mark. If in place, the offset mark will be a mark of the course and shall be left to port after each rounding of the windward mark. There will be no signal from the race committee signifying the addition or deletion of the offset mark. This changes rule 33.
- 6.4 The leeward mark may be replaced by a gate, which shall be rounded as described in rule 28.1(c). There will be no signal from the race committee signifying the addition or deletion of a gate. This changes rule 33.
- 6.5 The W(II) courses will have the leeward mark (or gate) approximately 50 yards to windward of the start/finish line.
- 6.6 The symbol “II” displayed below the “W”, “MW”, “WW”, or “MT” course means “sail the course twice around.”

## 7. The Start

- 7.1 The starting line will be between the starting mark and a blue flag on the committee boat.
- 7.2 All starts will be dinghy starts with horn signals indicating the countdown. Before the starting sequence of each race there will be several blasts of the horn to warn the racers of the upcoming sequence. This changes rule 26.

### Sequence:

Warning	1 long	5 minutes
Preparatory	3 long	3 minutes
	2 long	2 minutes
	1 long, 1 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	5 short, 1 long	5, 4, 3, 2, 1, START

**Note:** the beginning of the horn signal marks the exact time

## 8. Recalls

- 8.1 Race Committee will attempt to hail premature starters by boat name or sail number. Recalls may also be broadcast on VHF channel 71. However it is the responsibility of each crew to determine that they started in accordance with rule 29.1.
- 8.2 General recalls will be signaled by several blast of the horn after the starting signal with the first substitute. After a general recall, the Race Committee may start a new sequence immediately. This changes rules 29.2.

## 9. Abandoning after the Start

When it is necessary to abandon a race in progress the committee boat will display an “N” flag and sound several short blasts of the horn. This changes race signal N.

## 10. Change of Position of the Next Mark

The Race Committee may move the position of a mark to maintain the course configuration provided no boats are sailing on that leg. In addition, offset marks and gates can be added or removed. There will be no signal. This changes rule 33.

## 11. Penalty for Breaking a Rules of Part 2

Rule 44.1 is changed so that the Two-Turns penalty is replaced by the One-Turn Penalty for incidents that occur outside the three length zone. Inside the zone the penalty is two turns.

## **12. The Finish**

- 12.1** The finishing line will be between the finishing mark and a blue flag on the committee boat.
- 12.2** Boats that have finished and cleared the finishing line must keep clear of boats racing.
- 12.3** If at least 3/4 of the fleet has finished, the race committee may score the remaining boats last finisher plus one, to avoid abandoning the race due to shipping traffic or lack of wind.

## **13. Protests**

- 13.1** Protests will be indicated by a hail of “protest” at the time of the alleged infringement. Protest flags are not required. This modifies rules 61.1(a). Note: Only the word “protest” will fulfill the protest requirements. “Do your circles” or other such hails will not.
- 13.2** A boat that intends to protest must inform the Race Committee after that race.
- 13.3** Protest forms are available in the BSC office.
- 13.4** Written protest must be submitted within fifteen minutes after all crews have been dropped off by the launch

## **14. Sail Restrictions**

If the Race Committee flies the “NS” flag, spinnakers may not be used.

## **15. Scoring**

The “Low-Point Scoring System” of Appendix A of the racing rules will apply for each of the June, July and August series. The “Low-Point Scoring System” is modified such that a first place finish will receive .75 point. Each boat’s total score will be the sum of her scores for all races, excluding her worst races (20% of the races sailed per series).

## **16. Safety**

The race committee may disqualify a boat without a hearing for impeding the passage of a deep draft vessel.

## **17. Prizes**

Prizes will be awarded to each member of the crews placing first, second and third in each series. Awards will be made after racing on the last evening of the season.