

SAILING INSTRUCTIONS

Cedar Point Race

5 COURSE

5.1 From Start to RW "CR" MO (A) West of Sharps Island Light, rounding it to port to Finish (42 NM).

5.2 In the event that the RC must shorten the course, it will be done as follows:

5.2.1 The Race Committee will display "AP" over "C" to call attention to the course change. If a division has already started, AP may be displayed after all yachts in the previous division are well away from the starting line to avoid confusion caused by the sound signals associated with the raising of "AP". This changes Rule 33 and signals.

5.2.2 The RC shall display a placard showing the letter designation of the CBYRA Region 3 (Annapolis Area) Standard Racing Mark replacing RW "CR" MO (A) as the turning mark of the course. This will not alter the location of the finish of the race. This changes rule 33 and signals. Please note that different divisions may sail different courses.

FOR EXAMPLE: Placard "R" indicates that government mark "R 84" will be the turning mark. The finish of the race will remain at Region 3 Mark X "R2". Potential replacement marks from CBYRA Region 3 (Annapolis Area) appear in Figure 1 of these Sailing Instructions.

5.3 Yachts must pass east of both Thomas Point Light and Sandy Point Light and west of Sharp's Island light in both directions

6 BOAT CHECK IN

6.1 Before the first warning signal, each boat shall pass the Race Committee signal boat and hail her sail number until acknowledged by the committee.

7 MARKS

7.1 Marks will consist of CBYRA drop mark "U" in the vicinity of the Rendezvous N39.02.25 W76.21.41.6 (1 to 2 NM ESE east of Baltimore Lt); Government Mark RW "CR" MO (A) (West of Sharps Island Light) and Region 3 Mark "X" (R2). In the event that the course is shortened the Government Mark RW "CR" MO (A) will be replaced by a CBYRA Region 3 (Annapolis Area) mark as the southernmost mark of the course in the manner described in section 5 above. A diagram and a list with approximate locations of these marks is in Appendix 1.

7.2 Marks of the course shall be passed or rounded to the port hand.

8 START AND SEQUENCE

8.1 The races will be started under RRS 26 (Starting Races) in the sequence as shown below. Class Flags will be the CBYRA Class Flags stated in section 4 above. In the event conditions warrant shorter courses for slower yachts, the sequence of starts may be interrupted by the use of the AP flag to allow for time to change course signals and to inform the fleet of the change. See Paragraph 5 above.

8.2 This sequence reverses the start order published in the NOR.

<u>CLASS</u>	<u>TIME</u>	<u>SIGNAL</u>
	1200	Warning – 1 st Class
PHRF A (0,1)	1205	Start – Warning Next Class
PHRF A2, B	1210	Start – Warning Next Class
PHRF CD/N	1215	Start – Warning Next Class
PHRF Corinthian	1220	

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8.3 Combined Start: Classes *may* be combined with others for a start. Several class flags may be displayed during start sequence for combined starts. If one design classes of 5 or more are entered, they may be given separate starts. Be alert to these possibilities during the starting sequence.

8.4 The starting line will be between a CBYRA drop mark "U" in the rendezvous area (orange cylinder marked "GIYC") and a staff or halyard displaying an orange flag on the RC boat.

8.5 The starting area is defined as extending 100 yards beyond each end of the starting line and 150 yards behind the line and its extensions. Boats not involved in a starting sequence and not racing, shall keep clear of the starting area and those boats preparing to start. Boats failing to keep clear of this area will be subject to protest by the Race Committee.

8.6 A Race Committee boat that is also a starting mark may set a limit mark that shall be passed on the same side as the Race Committee boat. A boat shall not touch either the limit mark or the Race Committee boat or pass between them. For the purposes of RRS 31 (Touching a Mark) and RRS 28.1 (Sailing the Course), the limit mark and the Race Committee boat shall be considered to be a single starting mark. This instruction does not modify any other requirements of RRS 31 or RRS 28.

9 PERSONAL FLOTATION

CBYRA encourages the use of personal flotation at all times.

10 INDIVIDUAL RECALL

10.1 The Race Committee may attempt to notify boats identified as OCS by announcing the boat's sail number over VHF 72. Such announcements are made as a courtesy and, as such the following will not be grounds for redress:

- (a) Failure of the Race Committee to broadcast sail numbers.
- (b) Failure of a boat to receive the recall broadcast
- (c) A boat's position in the sequence of broadcasted numbers
- (d) Promptness of the broadcast.

This changes RRS 62.1.

11 GENERAL RECALLS

11.1 Will be signaled in accordance with RRS 29.2.

11.2 If the warning signal for a subsequent class has been displayed, it will be removed. The starting sequence of that class will begin again following the recalled class start.

12 COURSE CHANGES AFTER START

12.1 There will be no course change after the warning signal. However, the course may be shortened for a particular division described in Paragraph 5 and Paragraph 8.1 above.

13 THE FINISH

13.1 Between Region 3 mark "X" (R2) and an orange flag on a nearby RC finish boat anchored near Mark "X".

13.2 A boat shall take its own finishing time and record any boat finishing directly ahead and directly astern and shall give this information to the race committee if requested.

14 TIME LIMIT AND WITHDRAWAL

14.1 Any boat not finished by 1830 will be scored TLE. This changes the NOR and RRS 35.

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14.2 It is the RC intent in the event of light winds to shorten the course as described in section 5 to a distance that will complete the course in approximately 6 hours.

14.3 A boat that retires from a race or does not intend to start shall promptly inform the RC by hail or on radio channel 72 prior to leaving the racing area. If this is not possible, the boat shall promptly report their action to the Gibson Island Harbormaster's Office at 410 – 255-7632.

15 PROTESTS

15.1 Rule 61.1(a) is changed by adding: "A boat displaying red flag and intending to protest shall inform the race committee signal boat as soon as possible after finishing by hail or VHF 72 until acknowledged. The hail shall include the sail number or boat name of the protested boat."

15.2 Protests shall be filed with the Protest Committee at the National Sailing Hall of Fame building next to Susan C Campbell Park also known as Annapolis City Dock before the protest time limit. The protest time limit is 60 minutes after the Race Committee signal boat docks. Protest forms are available at the Protest Committee secretary's desk. The protest time limit will be posted as soon as possible.

15.3 A list of protest notifications received by the Protest Committee will be posted on the notice board at Susan C Campbell Park also known as Annapolis City Dock as soon as possible, and not later than 30 minutes after the end of the protest time limit for that fleet.

15.4 On the last day of the regatta, RRS 62.2 and 66 are changed such that a request for reopening a hearing or a request for redress based on an action or omission of the Protest Committee shall be delivered:

15.4.1 Within the protest time limit if the requesting party was informed of the decision the previous day.

15.4.2 No later than 30 minutes after the requesting party was informed of the decision on that day.

15.4.3 No later than 60 minutes after a signal to abandon racing is displayed ashore.

16 SCORING

16.1 Low point scoring as specified in the Racing Rules of Sailing Appendix A will be used except as follows. The Race Committee without a hearing will assign boats scored TLE (time limite expired) points equal to the number of boats in their class finishing within the time limit plus 2 points, except that they will not be scored worse than the number of boats entered in that class. The changes RRS 35, RRS A4.1, RRS A4.2, and RRS A5.

17 TROPHIES

17.1 1st/3, 2nd/5, 3rd/7 or more finishers. The Cedar Point Cup will be awarded to the yacht with the best corrected average speed.

17.2 Results will be posted at www.cbyra.org and on the GIYS website.

18 RADIOS/TELEPHONES

18.1 A boat shall not receive outside help while racing by making or receiving any wireless communications except as permitted in these Sailing Instructions. This changes RRS 41(d) and RRS 41(e). The following is permitted:

(a) Unsecured verbal communications to and from the race committee on standard VHF radio channels;

(b) Receipt of VHF radio weather channels and safety related weather alerts;

(c) Signals used to determine a boat's location.

(d) Monitoring VHF radio channel 16 and making contact with commercial traffic on VHF radio channel 13 as required for safety.

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19 COURTESY BROADCASTS

19.1 Courtesy broadcasts will be made channel 72. The race committee may attempt to broadcast on VHF information such as location of Race Committee boat, its intentions, course modification, sail numbers of boats OCS, etc. Information reported is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the Race Committee's visual signals that govern the conduct of racing. Failure to broadcast this information or failure to receive or hear these broadcasts will not be grounds for redress. This modifies RRS 62.1.

20 Commercial Traffic

20.1 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.

20.2 Only the Race Committee or Protest Committee may protest based on information received from competitors or interested parties. This changes RRS 60.2 and 60.3.

20.3 A boat without way in a ship channel that breaks RRS 42.1 by using an engine to clear the channel at the approach of commercial traffic shall either retire or if the incident was unavoidable, continue racing and request redress. RRS 62 is changed to allow the consideration of this request.

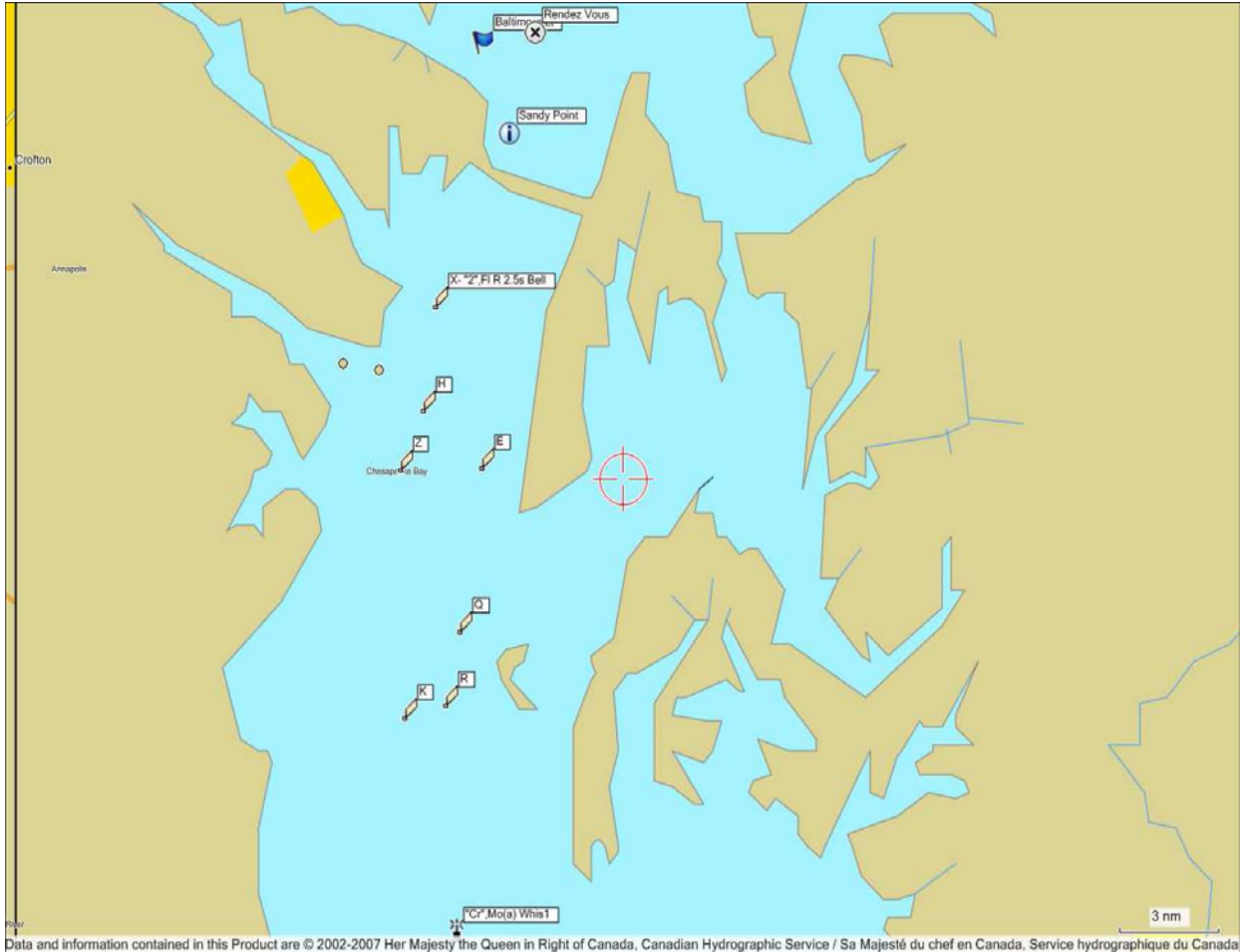
21 Disposal of Refuse

21.1 A boat shall dispose of all refuse in a proper manner upon returning to shore. Discharging refuse overboard by competitors may be grounds for protest.

**SAILING INSTRUCTIONS
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APPENDIX 1**

MARKS OF THE COURSE

**REGION 2 START AND REGION 3 FINISH AT MARK "X" R2
TURNING MARK: RW "CR" MO (A)
42 NM**



ALTERNATIVE REGION 3 MARKS IF COURSE IS SHORTENED

REGION 3 - ANNAPOLIS AREA STANDARD RACING MARKS - 2011
(Reference CBYRA Greenbook - Page 24)

MARK	GOV'T ID	LOCATION	DISTANCE	LAT 38 N	LON 76 W
K	G "83"	2.5 nm WSW of Poplar Is.	30.1 nm	45'04"	26'36"
R	R "84"	1.3 nm W of Poplar Is.	29.1 nm	45'258"	25'06"
Q	R "84" A	2.16 nm NNW of Poplar Is.	24.9 nm	47'34"	24'39"
Z	G "1"	2.6 nm NE of Curtis Pt.	17.0 nm	51'53"	26'48"
E	R "86"	2.0 nm N of Bloody Pt.	16.2 nm	52'00"	23'30"