



***The Ensign Class
Association***

SAILING INSTRUCTIONS

**Ensign Region 1
Championship Regatta
Chelsea Yacht Club
22 Front St
Chelsea, NY 12512**

JUNE 25 -26, 2022

1. **RULES:** All races will be governed by the rules as defined in The Racing Rules of Sailing 2021–2024 published by the United States Sailing Association, the Ensign Class Association Class Rules, and any amendments thereto. In the event of a conflict between NOR and SI's, the SI's (and any amendments thereto as announced by the RC) shall prevail. Changes in these instructions, and other official notices, will be posted on the Boathouse Bulletin Board. Notices posted at least one hour before the start of the affected event shall be deemed notification to all participants.
2. **Communication with Competitors:** Each boat shall monitor VHF channel 72 for **Race Committee Notifications**.
 - a. Competitors are advised to maintain a listening watch at all times on VHF 72.
 - b. A Skippers Meeting is scheduled for 10:15 am.
 - c. The Chelsea launch monitors VHF channel 68.
3. **STARTING AND FINISHING:**
 - a. The Starting Line and Finish Line will be the same, unless a course is shortened.
 - b. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure to hear such a hail, or the order in which boats are hailed shall not be grounds for redress. This changes RRS 62.1(a)
4. **THE COURSES**
 - a. The courses will be Windward – Leeward, all mark roundings to port.
 - b. Races will finish to Leeward, unless RC announces a "Shortened Course", which allows them to finish a race to Windward and/or nearest mark.
 - c. Leeward mark shall be to weather of the start/finish line.
 - d. Jib & Main fleet may sail a shortened course at the discretion of the RC, which will be announced.
 - e. A "Change of Course" will be announced on VHF 72 and announced from RC boats, when possible and practical.
5. **MARKS**
 - a. Marks will be inflated Tetrahedrons, unless notified otherwise.
6. **OTHER SIGNALS:** All race signals will be flown from the Race Committee Boat in accordance with The Rules of Sailing except:
 - a. Code Flag "N" will mean that all races currently in progress are abandoned.
 - b. Code Flag "S" will be flown ONLY AFTER the start.
 - c. Code Flag "S" if flown at a nearby rounding mark, it will mean: Finish between the nearby mark and this flag.

- d. If Code flag "AP" is flown from the Chelsea Yacht Club Flagstaff, It will be dropped one minute before the next warning signal.
 - e. When code flag "AP" is displayed from shore, 'It will be dropped no less than 30 minutes from the next warning sign.
 - f. **CHELSEA YACHT CLUB DOES NOT USE "AP OVER A", "AP OVER H", "N OVER A", OR "N OVER H". CODE FLAGS "A" AND "H" MAY BE USED AS CLASS FLAGS.**
 - g. **This rule modifies Rule 32.**
7. **COMMERCIAL TRAFFIC:** Commercial traffic is often present in the race area. Boats are permitted to use ANY means of propulsion to avoid interference with commercial vessels in the race area. When a boat uses a means of propulsion that is normally prohibited to avoid interference with commercial traffic, that boat must return to the exact location where it began such use and come to a complete stop before continuing to race. Any boat that interferes with commercial traffic shall be disqualified.
8. **PIPELINE BUOYS:** Note that there are five lighted buoys in the course area marking a submerged pipeline near CYC Mark W. These buoys are improperly marked in the NOAA charts as three lighted buoys. CYC Mark W is just north of this line of five lighted buoys. Parts of this pipeline have been observed floating between the eastern four buoys and it may not be safe to pass on the shore side of these buoys.
9. **MOORING AREAS RESTRICTION:** Boats shall not sail or pass on the shore side of moorings or anchored or moored boats in a mooring area. A boat which sails or passes on the shore side of such moorings or boats shall be disqualified. The entire CYC mooring area beginning with the first anchored boat or mooring North of CYC Lighted Buoy (W) and continuing to the last anchored boat or mooring South of CYC Lighted Buoy (N) shall rank as a continuing obstruction. Mooring areas and boats and moorings in mooring areas shall not rank as a mark of the course. When not used as a mark of the course, Chelsea lighted buoys are obstructions that may be passed on either side. Contact with empty moorings, and fending off anchored or moored boats with any part of the body is permitted without penalty. A boat which collides (boat to boat contact) with a boat anchored or moored in a mooring area shall be disqualified, unless she alleges that she was wrongfully forced by another boat to make contact with the anchored or moored boat and unless she protests that other boat.
10. **PENALTIES:** A yacht who fouls another yacht while racing may take a One-Turn Penalty to exonerate themselves.
11. **TIME Limits:** TLE will be determined by the RC. Boats that do not finish will be scored as the number of boats that did finish, plus 2. RC will have the option of finishing boats "in place".
12. **Hearing Requests:** Protests must be submitted in writing within 45 minutes of Signal boat / RC arriving on club dock
13. **Scoring:** One race constitutes a regatta. If 6 or more races are sailed, a boat's worst race score will be discarded.

14. Safety:

- a. Each boat shall report her sail number to the Signal Boat by oral hail at the start of each race day.
- b. A boat that retires from the race shall notify the race committee as soon as possible on VHF channel 72 or by oral hail.

15. **RISK STATEMENT:** RRS 3 states: “ The Responsibility for a boat’s decision to participate in a race or to continue to race is theirs alone.” By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks, including but not limited to, strong winds, rough seas, weather changes and the risk of permanent catastrophic injury or death by drowning, trauma, hypothermia or other causes.

