

SAILING INSTRUCTIONS

88th ANNUAL SOUTHWESTERN SNIPE CHAMPIONSHIP

May 25-26, 2024

Corinthian Sailing Club and Snipe Fleet #1

White Rock Lake, Dallas, Texas

Management and Rules:

- 1.1 All races are under the jurisdiction of the Snipe Class International Racing Association (SCIRA) and under the management of the Race Committee of the Corinthian Sailing Club of Dallas, Texas and shall be conducted in accordance with the following rules:
- 1.2
 - a) The rules as defined in the Racing Rules of Sailing 2021-24
 - b) The current US Sailing Prescriptions
 - c) The current SCIRA Class Rules, By-Laws, Rules of Conduct for National and Local events, ("ROC's"), adjusted for local conditions.
 - d) In case of conflict between the Notice of Race or the ROC's and the Sailing Instructions, the Sailing Instructions shall prevail.
- 1.3 Advertising is permitted as per Snipe Class rules.

Entry and Eligibility:

- 2.1 Eligible boats and Class member skippers may enter by completing registration with Corinthian Sailing Club of Dallas, Texas. **All skippers must be members of SCIRA and all boats must be registered with SCIRA. Competitors may pay SCIRA fees and dues at registration.**
- 2.2 N/A
- 2.3 The same crew shall race in all races, except for reasons satisfactory to the Race Committee. Requests for a change of crew shall be submitted in writing to the Principal Race Officer.
- 2.4 Once a skipper and/or crew have been excused, he or she may not return for the balance of the series.
- 2.5 The Race Committee may inspect competitors or boats not racing at any time. Equipment inspections are normally initiated at the finish of the race.
- 2.6 Bow numbers will not be used.
- 2.7 Sail numbers need not correspond with hull numbers. Errors due to the lack of or duplication of sail numbers shall not be grounds for redress.

Notices to Competitors:

- 3.1 Notices to competitors will be posted on the official regatta notice board located in the Main Clubhouse of the Corinthian Sailing Club.

- 3.2 Race Committee notices or changes to the Sailing Instructions shall be posted and signaled no later than thirty (30) minutes before the departure of the main Race Committee boat, except any change in the schedule of races Saturday will be posted by 9:00 AM on Saturday and any change in the schedule of races for Sunday will be posted by 7:00 PM on Saturday.
- 3.3 Any change or amendment to the Sailing Instructions shall have the prior approval of the SCIRA Representative.

Competitors' Meeting:

4. The competitors' meeting will take place in or around the Main Clubhouse of the Corinthian Sailing Club at 9:30 a.m. on Saturday, May 25th.

Signals Made Ashore:

- 5.1 Signals made ashore shall be displayed at the flagstaff near the end of the pier at the Main Clubhouse of the Corinthian Sailing Club and announced by a horn blast signal per RRS Racing Signals.
- 5.2 Flag "AP" (Alternating red and white Pennant) with two horn blast signals (one signal when lowered) means the race is postponed. The next warning signal shall be made not less than thirty (30) minutes after the "AP" is lowered.

Schedule:

Day and Date, Time of Warning Signal

- 6.1 Saturday, May 25, 2024:

Breakfast: 8:30-9:30 a.m. A light breakfast will be available in the Main Clubhouse.

Competitors' Meeting: 9:30 a.m.

Racing: 10:30 a.m. first signal. 1 or 2 races before lunch. The "H" flag will signal return to harbor (for lunch, and also weather, if needed). Back to back races after lunch. Start of no race later than 4:30 p.m. The "A" flag will signal end of races for the day.

Lunch, Happy Hour, and Dinner: Lunch will be available in the Main Clubhouse. Happy Hour will take place in the Main Clubhouse after racing ends for the day. Dinner will be provided for competitors and race committee members in the Main Clubhouse at 6:30 p.m. Extra dinner tickets are available for \$20 each if ordered no later than May 20, 2024.

- 6.2 Sunday, May 26, 2024

Breakfast: 8:00-9:00 a light breakfast will be available in the Main clubhouse.

Racing: 9:30 a.m. first warning signal. Back to back races. Start of no race after 11:30 a.m. The "A" flag will signal end of races for the day.

Awards and Leftovers: Drinks, leftovers, and snacks will be available in the Main Clubhouse of the Corinthian Sailing Club following racing. Awards will be given out as soon as the results are calculated.

- 6.3 The Race Committee shall attempt to complete at least six (6) races over two days. The actual number of races per day may vary depending on conditions. One race shall constitute a Regatta.

Racing Area:

7. The Racing Area location is White Rock Lake, Dallas, Texas, with the specific location of each race, which may change from race to race, at the sole discretion of the Race Committee, with the advice of the SCIRA representative.

Courses:

- 8.1 Courses used shall generally be one or more of those shown in the Course Diagram in the SCIRA Official Rule Book and shall be described as:

An **Olympic Course**, signaled by the letter “O” posted on the Race Committee boat signal board, consisting of a triangle followed by windward, leeward and windward legs and finishing at Mark 1.

A **Triangular Course**, signaled by the letter “T” posted on the Race Committee boat signal board, consisting of TWO triangles followed by a windward leg and finishing at Mark 1.

A **Windward and Leeward Course**, signaled by “W5” posted on the Race Committee boat signal board, consisting of windward and leeward legs, TWICE around, followed by a windward leg and finishing at Mark 1. In order to achieve a race duration of 45-60 minutes, the Race Committee may increase the number of laps for a Windward and Leeward Course. A “W7” posted on the Race Committee boat signal board consists of windward and leeward legs, THREE TIMES around, followed by a windward leg and finishing at Mark 1.

- 8.2 See the course diagrams in the addendum.
- 8.3 The course diagram shall indicate the order in which marks are to be passed or rounded and the side on which each mark is to be left.
- 8.4 All legs of a posted course must be sailed unless the course is shortened or abandoned per RRS 32. The length of the course may be modified per RRS 33.
- 8.5 SCIRA minimum wind velocity and shifts requirements are waived for this regatta. Minimum first leg length requirements are also waived. The Race Committee shall set courses that in their best judgement will take 45-60 minutes for the first boat to complete.

Marks:

- 9.1 Primary marks 1, 2 and 3 shall be Yellow or Orange shapes.
- 9.2 New marks used in accordance with Change of Course After the Start shall be Yellow or Orange shapes with a black band.

The Start:

- 10.1 Races shall be started in accordance with RRS 26 (5-4-1 minute intervals) and RRS 30. The Race Committee boat may sound a series of short horn blasts approximately one minute prior to the 5-minute warning signal to indicate that the 5-minute warning signal is imminent.
- 10.2 RRS 30.3 and 30.4 (“U” and “Black Flag Rule”) shall not be used.
- 10.3 The Starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end and, at the port end, an orange shape.
- 10.4 A boat shall not start more than ten (10) minutes after her starting signal. Any boat started later shall be scored DNS without a hearing.

Reporting at Starts:

- 11.1 Before start of first race each day, upon display of the “L” Flag, each boat is required to sail past the stern of the Race Committee boat on starboard tack and to verbally check in. The Race Committee boat shall be the boat anchored at the starboard end of the starting line.
- 11.2 When the Race Committee verbally acknowledges a boat’s sail number, the check-in has been officially noted.
- 11.3 Any boat failing to check in accordance with instructions 11.1 and 11.2 shall receive a scoring penalty equal to 10% of the starters in that race in conformance with the SCIRA Scoring Table.

Recalls:

- 12.1 Individual recalls shall be signaled in accordance with RRS 29.1 and indicated by the hoisting of Flag “X” (blue cross on a white field), and accompanied with one horn signal. An attempt to hail the On Course Side competitors shall be made, but failure to be hailed, the timing of such a hail, or failure to hear a hail is insufficient cause for redress under RRS 62.
- 12.2 A general recall shall be signaled in accordance with RRS 29.2 and indicated by the hoisting of Flag “First Substitute” (yellow triangle within blue triangle), and accompanied with two horn signals. A new 5 minute warning signal shall be made one minute after the lowering of the Flag “First Substitute”.

Change of Course After the Start:

- 13.1 A change of course shall be signaled near the mark beginning the leg so changed by a Race Committee by displaying Flag “C” (blue, white and red horizontal stripes) with a periodic sound signals before the leading boat has begun the leg so changed. The new mark may or may not be in position at that time. In lieu of a bearing a red flag will indicate the changed mark had been set to port or a green flag will indicate it has been set to starboard of the original position
- 13.2 Any mark to be rounded after rounding the new (changed) mark may be relocated to maintain the correct course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with a primary type of mark.

- 13.4 The course may be shortened per RRS 32.2 upon the sounding of two horns and the raising of the “S” flag (white with blue center square) at any time before the first boat crosses the finish line.

The Finish:

- 14.1 The finish line shall be between a blue flag or shape on a Race Committee boat and a nearby mark, which will be either: (A) a mark of the course, or (B) a temporary mark set when the finish line is between marks of the course.

Time Limit:

- 15.1 Mark 1 Time Limit, Race time Limit and Finishing Window Time are shown in the table below:

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 min	90 min	30 min

- 15.2 If no boat has passed the first mark within the Mark 1 Time Limit the race will be abandoned.
- 15.3 The Finishing Window Time is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Race Time Limit and/or Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the number of boats finishing the race within the time limits plus one (+1). This changes RRS 35, A5.1, A5.2 and A10.
- 15.4 Failure to meet any of the time limits will not be grounds for redress. The changes RRS 62.1(a).

Withdrawing from the Race:

16. A boat which exits the course shall do her best to notify the Race Committee at first opportunity.

Protests:

- 17.1 A competitor’s intent to protest shall be reported to the Race Committee promptly upon finishing that race. This modifies RRS 61.1(a).
- 17.2 Protests shall be made in writing on forms available at the Corinthian Sailing Club North Gazebo and filed with the Race Committee chairman (PRO) within thirty (30) minutes of the commencement of the protest filing time which commencement shall be signaled by a one horn signal from the Race Committee Boat upon docking after the final race of the day. The protest filing time limit shall be thirty (30) minutes long.
- 17.3 Protest notices and hearing schedules specifying the protester and protestee shall be posted no later than thirty (30) minutes after the expiration of the protest filing time limit.
- 17.4 RRS 66 is changed by adding this sentence: “On the last day of racing, a party to a hearing may ask for a reopening only if the request is received within thirty (30) minutes of receiving the protest decision.”

Scoring:

- 18.1 The low point scoring system per RRS A4 shall apply modified to allow scoring for TLE (Time Limit Expired) and DNF (Did Not Finish). TLE and DNF shall each be scored as one more than the last boat to finish.

Penalties:

- 19.1 **Penalty at the time of the incident:** Appendix V1 shall apply. The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.' Any competitor using a One-Turn or Two-Turns penalty shall report that use to the Race Committee promptly upon finishing that race.

- 19.2 **Penalty taken after a race:** Appendix V2 shall apply. After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to a race official that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

Team Racing:

20. The use of team racing tactics shall not be tolerated. If the Race Committee (acting under RRS 32) or Protest Committee determines that the use of team racing tactics may have significantly influenced the outcome of a race they shall order that race abandoned and, if possible, resailed excluding the participation of the infringing boat(s). This modifies RRS 36. If the race is not resailed the infringing boat(s) shall be subject to protest and disqualification.

Support Boats:

21. Team leaders, coaches and other support personnel shall not go afloat in the racing area during the racing except upon Race Committee designated spectator boats. The Race Committee may initiate additional restrictions by posting them on the Official Notice Board.

Disposal of Refuse:

22. RRS 55 shall apply, "A competitor shall not intentionally put trash in the water".

23. Prizes:

- 23.1 Prizes shall be awarded to the skipper and crew for the top five (5) places. The top scoring Newcomer skipper and crew shall also be awarded prizes.
- 23.2 Commodore Isaacks Trophy(1932) rededicated in 1966 as "The Southwestern" Snipe Championship Perpetual Trophy awarded to the first place Skipper annually.

23.3 The George Moore Perpetual Trophy Southwestern Snipe Championship Crew awarded to the first place crew annually.

Local Regulation:

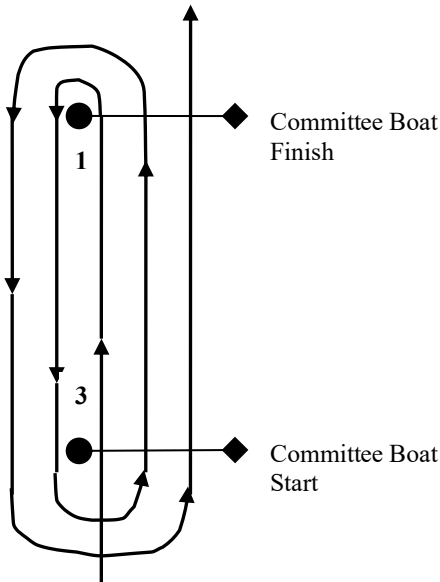
24.1 City of Dallas Parks Department requires that one throwable floating cushion be aboard per yacht in addition to personal flotation devices for each person on board. An extra personal flotation device will satisfy this requirement.

Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority, host fleet, race committee members, or SCIRA representative will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

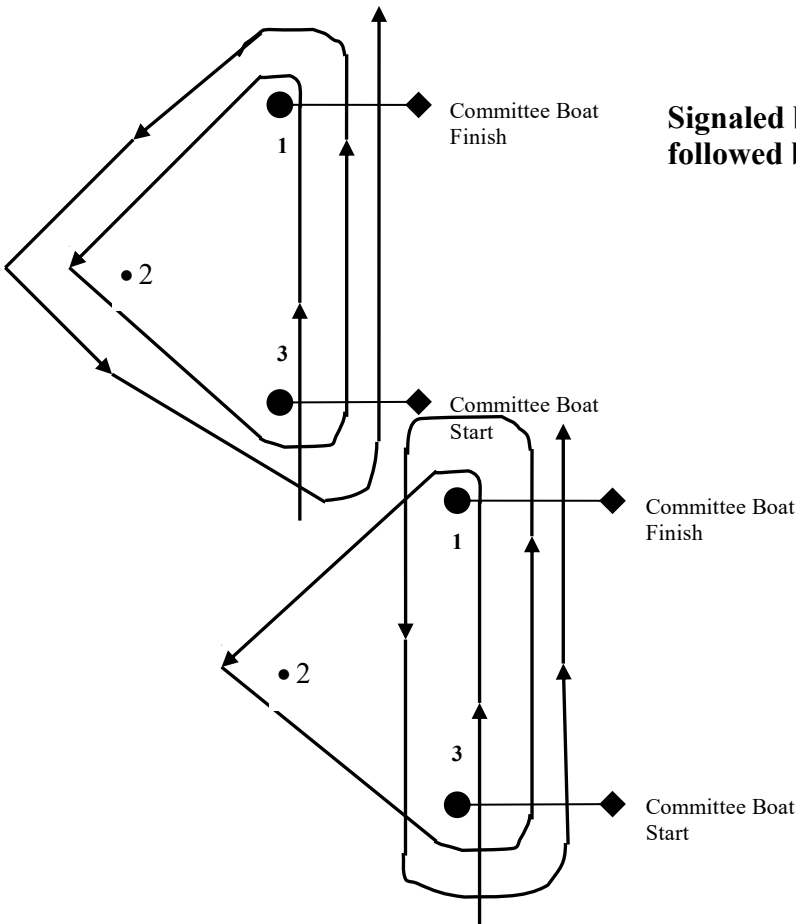
APPROVED COURSE AND COURSE INDICATORS

WINDWARD/LEEWARD
Mark Sequence 1 – 3 – 1 – 3 – 1



Signaled by the letter “W” consisting of windward and leeward legs, **TWICE AROUND** followed by a windward leg and finishing at Mark 1. May be modified before the start per Section 8.1.

TRIANGLE
Mark Sequence 1 – 2 – 3 – 1 – 2 – 3 - 1



Signaled by the letter “T” consisting of **TWO** triangles followed by a windward leg and finishing at Mark 1.

OLYMPIC
Mark Sequence 1 – 2 – 3 – 1 – 3 - 1

Signaled by the letter “O” consisting of a triangle followed by windward, leeward and windward legs finishing at Mark 1.