

Seventh Biennial William I. Koch International Sea Scout Cup Southern Region Trial -“Aggie Cup”

Official Race Rules

PART 1 -WILLIAM I. KOCH INTERNATIONAL SEA SCOUT CUP SOUTHERN REGION TRIAL (“Aggie Cup”) (“EVENT”)

1.1 Name. The official name of the Event is the William I. Koch International Sea Scout Cup Southern Region Trial “Aggie Cup” - 2014 (“Event”).

1.2 Location, Dates and Organizing Authority. The Event Headquarters will be located at the Sea Scout Base Galveston, 7511 Broadway, Galveston TX on September 28, 2013. In the event of construction delays, the backup location will be the Texas A&M Galveston Teichman Road Campus at 8701 Teichman Rd., Galveston TX. A backup date of October 19 has been scheduled in case of hurricanes or other unforeseeable event. The organizing authority is the William I Koch Cup Race committee.

1.3 Race Headquarters. The Event is a Southern Region BSA sailing regatta that provides competition between Southern Region Sea Scouts. The event will begin and end on September 28, 2013. Race headquarters will be on the Sea Scout Base Galveston campus.

1.4 Admission to the Event. Admission is open to all Southern Region crews who have submitted the required forms and permissions prior to the date of the event.

PART 2 -RULES

2.1 Racing Rules. The Event will be governed by the ISAF Racing Rules of Sailing 2013-2016 (RRS), BSA Guide to Safe Scouting, these Sailing Instructions, and the Official Notice of Race.

2.2 Participants Standards Of Conduct, Appearance And Comportment. This Event, including the actual regatta, is a Sea Scouts, BSA event. There exists the Participants Standards of Conduct, Appearance and Comportment (“Standards”) that govern the behavior of all Event Participants, and are a part of the Official Notice of Race and these Sailing Instructions. The Regatta Chairman reserves the right, in his sole discretion, to exclude any person from this event and or debar any person from further attendance of this event. If a Participant violates the Standards, the Regatta Chairman may elect to refer the matter to the Event Disciplinary Committee. This committee may hold a hearing regarding the violation and may recommend a course of action to the Regatta Chairman. The Regatta Chairman may then:

2.2.1 Impose non-race related disciplinary action, or,

2.2.2 Exclude the Participant from access to the Event and send the Participant home, or,

2.2.3 Refer the matter to the Race Jury who may impose penalties stated which include:

2.2.3.1 Add not less than one nor more than sixteen points to the score of the Participant’s team .2.2.3.2

Disqualify the Participant from one or more future races,

2.2.3.3 Disqualify the Participant from one or more past races,

2.2.3.4 Disqualify the Participant from the entire event.

PART 3 -NOTICES AND SCHEDULES

3.1 Notices to Competitors. Notices to Competitors as addenda to these instructions will be posted on the day of the event. During the Event Participants and Crews shall submit questions concerning these Sailing Instructions, scoring, or any racing issue in writing to the Race Committee. A Special Notice Board will be set up at the racing area for additional notices during the racing activities pertaining to that day’s competition. Location of the special notice board will be announced at the first Skipper’s meeting on September 28

3.2 Changes to Sailing Instructions or Other Official Notices. Any changes to the Sailing Instructions or any other official notice will be posted on the Official Notice Board before 0900 on the September 28. Verbal changes may be made by Event officials and will be confirmed by posting. All changes to the Sailing Instructions will be provided orally at the Skipper’s meeting normally held at 0900 prior to each day of racing. No changes will be made to these rules without the express permission of the Regatta Chairman and the Race Officer.

3.3 Schedule of Races.

3.3.1 Number of Races Per Day. The planned number of races is seven (7.) The Race Committee may have an

alternate number of races dependent on weather conditions.

The schedule for the day is as follows:

0830-0900 Check in and registration

0900-0915 Skippers meeting and general race information.

0915-0945 Preparation and launching of boats

0945-1015 Practice sailing on Sea Scout Base Galveston FJ's.

1015 Warning signal for first race

1020-1215 First Practice race and subsequent races

1215-1300 Lunch Break (Lunch provided by Regatta Chairman)

1300-1530 Races as scheduled.

1530-1630 Put up and clean boats

1630-1700 Protest and penalty review, Results announcement and awards.

1700 Departure.

PART 4 -THE RACE

4.1 Racing Area. It is anticipated that there will be only one racing area for the regatta. The designated race area will be in Offatts Bayou south of Sea Scout Base Galveston campus.

4.2 The Course.

4.2.1 The course will be reviewed prior to the race and may change in the afternoon or with wind change. The courses that could be sailed are triangle, modified triangle, triangle-windward, triangle-windward-leeward (Gold Cup), windward-leeward, and modified windward-leeward.

4.2.2 Daily Courses. The courses to be sailed for each race will be indicated by verbal command from the Race Committee no later than the warning signal of that race.

4.2.3 Race Committee Sets Courses. The Race Committee shall make every attempt to set courses which take the majority of the fleet thirty 15 to 20 minutes to complete. Any Crew which does not complete the course within ten (10) minutes of the first vessel to cross the finish line shall be scored "Did Not Finish" ("DNF") for that race.

4.3 Marks. Marks will be orange tetrahedrons, balls, cylinders or others as designated by the Race Committee.

4.4 The Start.

4.4.1 Starting Sequence. The starting sequence will be according to the Sound-Signal System as defined in the RRS or as modified by notification on the morning of the race.

4.4.2 Starting Line. The starting line will be between a designated mark and an orange line flag on the Race Committee vessel.

4.5 Change of Position of the Next Mark.

4.5.1 Race Committee May Change Mark Position. After the starting signal, the Race Committee may change the position of any mark, provided that no vessel is on that leg of the course, although the new mark may not be in position. To change the position of the mark, the Race Committee shall move the original mark to a new position. Any subsequent marks in the course after the moved mark may be relocated to preserve the course configuration without further signal; this alters RRS 33.

4.5.2 Notice of Changed Mark. If there is a change of mark position, a Race Committee vessel will display code flag "CHARLIE" and make repetitive sound signals before the leading boat has begun the leg. No compass bearing to the new mark shall be displayed; this alters RRS 33.

4.6 Recalls.

4.6.1 Individual Recall. Individual recalls will be made by hailing the sail numbers of the vessel(s) concerned. Code flag "X-RAY" will be displayed for a maximum of two (2)

minutes and one sound will be made. It is the responsibility of the competitors to start properly after any recall. If the vessel(s) concerned does not hear the hail, it is no fault of the Race Committee; this alters RRS 29.1.

4.6.2 General Recall. A general recall will be signaled orally and by two sounds. Code flag "FIRST SUBSTITUTE" will be displayed. After a general recall, RRS 30.1 shall apply without display of code flag "INDIA" (1-minute rule).

4.7 The Finish. The finish line will be between a designated mark and a flag on the Race Committee vessel. If the course is shortened at a mark, finish between the near mark and a Race Committee vessel displaying code flag "SIERRA".

4.8 Signals Made Ashore.

4.8.1 Signals Displayed. Signals made ashore will be displayed from the Sailing Center.

4.8.2 Code Flag "AP" Displayed. When code flag "AP" is displayed ashore, the warning signal of the next race of the day shall be no sooner than 10 minutes after the lowering of the "AP"; this alters RRS race signals.

4.9 Substitutions.

4.9.1 Substitutions Permitted. Substitutions may be allowed due to medical or family emergencies or disqualification of one crew member.

4.9.2 Substitutions Request. Substitutions must be submitted in writing and approved by the Race Officer and will be announced at that day's Skipper's meeting. If, in the interest of fairness, a substitution is necessary on the water, the application may be orally made to the Race Officer.

4.9.3 Substitutions Eligibility. Substitutions of Crews should first come from members of the same ship or unit, if present, and then from anyone in the opposite fleet that is not a Skipper. However, a substitution may come, as a last resort, from any source as long as that person is a Sea Scout that is qualified to participate in the regatta. When a substitute is allowed, the substitute Crew shall sail all remaining races of the regatta. All substitutions must be approved by the Race Officer and the Regatta Chairman.

PART 5 -PROTESTS, PENALTIES, SCORING, FLEETS AND PRIZES

5.1 Protests

5.1.1 RRS 61.1(a) Modified. RRS 61.1(a) is modified with the additional requirement that a Crew intending to protest another Crew shall notify the Race Committee Finish Line Vessel immediately after their finish and indicate their intent to protest and the identity of the Crew to be protested.

5.1.2 Protests Written. Protests shall be written on forms available from the Protest Secretary at the Sailing Center. Protests shall be filed within forty-five (20) minutes of the official arrival of the Race Committee vessel at the dock. A notice will be posted stating the official arrival time of the Race Committee vessel.

5.1.3 Protests Heard by Race Jury / Judges. Protests shall be heard at the convenience of the Race Jury/Judges .

5.2 Penalty System. A Crew that has broken a rule of Part 2 while racing shall take the following penalty: After getting well clear of the other boats as soon after the incident as possible, a boat takes a Two Turn Penalty by promptly making two turns in the same direction including two tacks and two gybes in compliance with rule 44.2 of the RRS.

5.3 Scoring

5.3.1 Low Point Scoring System. The low point scoring system of RRS Appendix A will apply, except that each Crew's series score will be the sum of all of their race scores with one discard allowed. Each Crew will be scored independently and that Crew's regatta score shall be the total of their race scores. The lowest series score wins.

5.3.2 RRS A4.2 Modified. RRS A4.2 is modified such that a Crew that does not start, did not finish, retires after finishing, or is disqualified, will be scored one (1) point more than the number of competitors entered in their respective fleet.

5.3.3 Complete Races Required. Six (6) complete races are required to constitute a regatta unless determined otherwise by the Chairman.

5.3.4

5.3.5 Practice Scores Not Carried Forward. Scores from the practice racing results shall not carry forward to the Regatta fleet results except as noted in Part 5.4.1 - Fleet Divisions, Preliminary Fleets.

and as posted on the Official Notice Board and Special Notice Board. Racing will proceed as prescribed in the Sailing Instructions Part 4.

5.4.4 Rotation. Crews will be assigned a sail number by alphabetical order and will sail two (2) races in each vessel, then rotate vessels to the next designated sail number. This may be altered verbally at the Skipper's meetings.

5.5 Arbitration. For protests involving an alleged breach of the Rules of Part 2 of the RRS, no arbitration hearing will be held prior to the protest hearing.

5.6 Prizes

5.6.1 As determined by the Regatta Chairman

PART 6 -OTHER INFORMATION

6.1 Safety

6.1.1 Appropriate Clothing and Footwear. All Participants are required to wear appropriate clothing and footwear while racing or sailing at the Event. Clothing must be clean and in good repair. No torn or damaged clothing or footwear will be permitted. Participants are prohibited from wearing any branded clothing items such as items with commercial or political advertising or logos, inappropriate language, etc. Footwear must appropriate for sailing, be closed-toed and be of a type that does not easily fall off of the Participant's feet such as sandals or thongs; footwear must be laced, or use of Velcro or other type of secure fastener.

6.1.2 Life Vests. All Participants shall provide their own personal equipment including life vests, which must be worn while racing or sailing at the Event. Life vests must be of Type I, II, or III US Coast Guard approved flotation device, or better. Inflatable life vests may not be worn by race crews. International crews must ensure that their life vests are USCG approved.

Any Participant not wearing an approved PFD while on or near the water will first be given a warning.

Subsequent failures to wear a PFD will result in being (a) disqualified from that race, and or (b) disqualified from that days racing schedule.

6.1.4 The Race Committee will make a determination regarding the continuation or abandonment of any race based on the prevailing weather conditions.

6.1.5 The Event shall be sailed in all conditions except if vessels, under proper command, cannot maintain steerage or if the wind, as determined by the Race Committee, is greater than twenty (25) knots, or if the Race Committee or the Water Safety Officer determines conditions are unsafe or any reason. This rule may be altered verbally at any Skipper's meeting.

6.2 Vessels. The organizing authority shall supply, or cause to be supplied, Collegiate 420 sailboats for the races. Standing rigging shall not be adjusted, except in the event of a safety issue. Notice should be given to the Vessels Manager prior to leaving the dock or to the Race Committee prior to the warning sound after any adjustments to the standing rigging. Crews are responsible for knots, ring-dings, and pins, and shall inspect their vessels and address discrepancies prior to leaving the dock or before the warning signal.

6.3 Breakdowns

6.3.1 Vessel Hails Race Committee. A vessel suffering a breakdown shall hail the Race Committee as soon as practicable and, if possible, continue racing; this alters the rule under RRS Appendix D 5.1.

6.3.2 Finishing Position Diminished. If the Race Committee determines that the Crew's finishing position was significantly diminished due to the breakdown; and that the breakdown was not the fault of the Crew; and that in the same circumstances a reasonably competent Crew would not have been able to avoid the breakdown; it shall make as equitable a decision as possible, which may order the race to be re-sailed or, when the Crew's finishing position was predictable, award them points for that position. In case of doubt about their position when the vessel broke down, the doubt shall be resolved against the Crew.

6.3.3 Defective Vessel Equipment. A breakdown caused by defective vessel equipment or a breach of a rule by an opposing Crew shall not normally be determined to be the fault of the Crew. However a breakdown caused by careless handling, capsizing or a breach by a vessel of the same Crew shall be considered the Crews fault. Any doubt about the fault of the Crew shall be resolved in the Crew's favor.

6.4 Redress in the Case of Boat or Equipment Failure

6.4.1 Vessel Equipment Failure – No Fault of Crew. In the event of a vessel equipment failure,

which is not the fault of the Crew, the Crew may file for redress on forms available at the Sailing Center. This adds rule 62.1(e) which is described as SI 6.3

6.4.2 Filing Redress. The filing for redress shall follow the Part 5.1.2 of these Sailing Instructions.

Attachment A – Signals	Corresponding Time		
Sound Signal		1 Long horn blast	1 minute
5 Short horn blasts	Preparatory Signal	3 Short horn blasts	30 seconds
3 Long horn blasts	3 minutes	2 Short horn blasts	20 seconds
2 Long Horn blasts	2 minutes	1 Short horn blast	10 seconds
1 Long blast and 3 short blasts	1 minute and 30 seconds	5 Short horn blasts	5, 4, 3, 2, 1 seconds
		1 Long Horn blast	Start

Attachment A – Signals	Corresponding Time		
Sound Signal		1 Long horn blast	1 minute
5 Short horn blasts	Preparatory Signal	3 Short horn blasts	30 seconds
3 Long horn blasts	3 minutes	2 Short horn blasts	20 seconds
2 Long Horn blasts	2 minutes	1 Short horn blast	10 seconds
1 Long blast and 3 short blasts	1 minute and 30 seconds	5 Short horn blasts	5, 4, 3, 2, 1 seconds
		1 Long Horn blast	Start

SIGNALS

Sound-Signal	Corresponding Time
5 Short horn blasts	Preparatory Signal
3 long horn blasts	3 minutes
2 long horn blasts	2 minutes
1 long horn blast	1 minute
3 short horn blasts	30 seconds
1 long horn blast and flag	Start