

# Hiram's Haul

## Sailing Instructions



November 15-16, 2014

- 1. The organizing authority is Sail Series Promotions USA Inc.**
- 2. Rules:** This event will be governed by the rules as defined in the current Racing Rules of Sailing (RRS), hereafter referred to as the rules, unless modified herein.
- 3. Documents which apply: The published Hiram's Haul NOR, the RRS as modified herein and this Sailing Instruction (SI) with stated references, are the only documents which apply.**
- 4. *By registering to race, each skipper and crew member must clearly understand that there is no official chase boat provided in the race and the safety of members rest solely with the skipper and crew. Each Competitor certifies at registration that the skipper, and crew, if crew is used, is capable of righting the boat without assistance.***
- 5. Rule 3, in part, and Rule 4 are repeated here for emphasis: 3. by participating in a race conducted under the rules, each competitor agrees (a) to be governed by the rules and (c) with the respect to such determination, not to resort to any court or any other tribunal not provided for in the rules. And 4. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.**
- 6. The following rules are modified for this distance type race:** Rule 26 is modified to provide a distinctive 6 minute warning signal, (short blasts), prior to the normal sequence. Rule 44.1 and 44.2 is modified to require boats to complete only one penalty turn for an infraction of a Rule of part 2. (When boats meet and boats rounding a mark or obstruction.) Rule 79, Advertising is not restricted on boats or crew. Rule 41 Outside Help, is changed to permit a boat perceived to need assistance for safety reasons of any form, to receive assistance from another vessel, or other persons along a shore line. The boat receiving assistance is permitted to continue racing without retiring, but boats involved will incur a time correction as follows:

(1) The boat receiving assistance will be penalized twenty (20) minutes, but may continue racing and be eligible for award based upon the revised corrected time, and;

(2) The assisting boat, if racing, will receive a credit of the actual time providing assistance, or actual time spent determining if a safety issue is present. Corroboration will be expected and required for this adjustments in time, from the boat being evaluated or assisted for safety reasons, or any other boat racing. The assisting boat must record and report the time used when racing was halted to provide assistance until racing commences again. The decision to provide assistance may be by request of a boat in danger or at the definite perception of danger by the assisting boat. The boat receiving assistance is required to report assistance received. Reporting to the RC is required to be accomplished within one hour of finishing any leg of the race.

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7. **Entry requirements.** All boat crew members are required to complete and sign a boat registration form and pay the prescribed entry fees. Classes shall be determined as spin and no-spin classes only and based only by a minimum of 4 boats in a class. In the event that there are not enough to form a class all boats will be considered in one class.
8. **Required safety equipment:** Each member of the crew is required to have and wear while racing, a CG approved life preserver, and the boat is required to have one boat paddle, one line to use for towing if needed and carry enough beverage to prevent dehydration.
9. **Except for requirements of paragraph 8. above, None.**
10. **All signals, including: Start, Finish, over early and Postponement will be made ashore or on docks. An orange flag will mark the signal location before the start.**
11. **Schedule: Registration maybe be made online or at onsite registration; The onsite registration shall begin in POW/MIA Park, Melbourne, FL, November 15<sup>th</sup>, 2014, 8:00AM.**

1 <sup>st</sup> day Skippers meeting:		10:00AM	In the Park, near Pineda
Cswy			
First Signal:	Non-Spin boats	10:55AM	
	Spin Boats	11:55AM	
2 <sup>nd</sup> day skippers Meeting	November 16 <sup>th</sup>	9:00AM	In the Park, Sebastian
2 <sup>nd</sup> day First signal	Non-Spin boats	9:55AM	
	Spin boats	10:55AM	
Food Opportunity	NET	3:00PM	
Awards	NET	3:30PM	

12. **The Course:** Depicted in attachments to this SI.
13. **Start positions:** Start positions for day 1, will be in the same order as registered. On the first day, the first boat registered will take the position furthest south and around east along the POW/MIA Park shore line. This position is considered the favored position and will be by the park shoreline. Each succeeding registered boat will position itself along the shore line approximately 20 feet north of the boat immediately to its south. Start position locations are dependent on the honor of competitors. Position numbers will be assigned at registration. (i.e. Example: if you are registered number 7, you would be able to count 6 boats to the south of your position.) Boats should position themselves in the water as close to shore as practical to have the boat floating, rudders down and crew, standing alongside. There will be no markers. See paragraph 17. For second day starts.
14. **There will be two starts for both days of racing (Excepted only if there are not 4 boats in a class, see paragraph 7. On the First day, All non spinnaker boats will start at 11:00AM. The Class flag will be hoisted at 10:55. All Spinnaker boats will start at 12:00, Class Flag at 11:55AM. Signals for the second day, return leg, are as times shown in, Paragraph 14. below. The Class Flag for all starts will be a large RED flag.**

15. Start signal sequence: *Rule 26 Starting Sequence* will be as follows for all starts:

	6 min to start	<u>Several short blasts</u>
<u>Class (Red) Flag</u> hoisted	5 min to start;	1 sound
Preparatory (P) flag hoisted	4 minutes to start	1 sound
Preparatory flag removed	1 minute to start	1 long sound
Class (Red) flag removed	Start	1 sound

16. **The finish in Sebastian:** The Recording RC will be marked by one Blue and one Orange flags at the end of the pier by the park in Sebastian. The finish line will be as shown in attachment and is described as follows: The Finish line will be a line extended from the identified Pier eastward, directly across toward the point of a scrag island. *See attached sketch.*

17. **Start for the return leg November 16<sup>th</sup> :** Start Times will be 10:00AM, non-Spinnaker and 11:00AM, spinnaker boats, unless changed by a called skippers meeting in the morning. The RC will be marked by one Orange flag at the end of the pier for identification. **If winds are light, starts may be earlier and will be announced by 8PM, the night before based upon forecast.** The Start line will be an extension of the signal identified pier directly eastward across toward the point of a scrag island. (This is the same as the previous day finish line)

18. **Finish for the second day:** The finish line will be defined by two 40" Orange inflated markers in approximately knee deep water, near shore at the first day start Park. The RC will be identified onshore stationed with a large Blue flag. Boats will be timed as they pass between the two markers. **Skippers are forewarned to control their boats to be safe for crew and shore line obstructions and public observers.**

19. **Protests:** Protests are expected to be resolved on the course and/or between skippers. Further protests will only be accepted, if written on RC available forms and turned in to the Race Committee or Organizing Authority within one hour of arrival, after each day of racing.

20. Protests will be attempted to be resolved in arbitration IAW RRS, Section D, Appendix T5, unless a certified USS certified judge is available and on site. If no resolution is found in arbitration, protests shall be forwarded to a certified USS judge.

21. **Scoring and awards:** Awards will be provided for three places for each Spin and No-Spin classes, as qualified by paragraph 7. above. Places shall be determine by Portsmouth corrected times only. Corrected times shall be a total of first and second day corrected times.

Attachments (1) Hiram's Haul Course description sketch;

*(Reverse side of this sheet)*

# Hiram's Haul Course

