



NAMEQUOIT SAILING ASSOCIATION SAILING RACING INSTRUCTIONS¹

(Revised 2018v1)

RULES. ISAF World Sailing rules apply except as altered by these Instructions or the race committee (RC). **The ISAF World Sailing (2017-2020) 360° & 720° turns penalty rule² is used in all NSA races.**

ENTRIES. To be eligible, boats must be properly registered by completion of a Race Participation form (below), have at least one NSA member or Race Participant aboard, observe minimum and maximum class crew regulations, and carry the following equipment: **anchor and rode; paddle or oar; bailer or pump; a life preserver (PFD) for each crew member and a VHF radio capable of monitoring Channel 73.** **Note:** The Race Committee may, at its discretion, fly a “Reefing” flag that also requires everyone on board to start and finish with their life preserver or PFD on. *Any boat observed not in compliance will be disqualified from the race.*

SCHEDULE. Races follow the race schedule. There will be no delays to accommodate tardy boats **that cannot cross the starting line within five (5) minutes of the sounding horn.** Any boat not properly registered prior to the day of the race will not be acknowledged or accommodated on the day of any race by the Committee Boat and will be asked to please clear the starting line/area. The RC may cancel, postpone, or abandon a race due to foul and/or heavy weather. This decision will be guided by two *independent* weather forecasting sites (www.Weather.com and www.Windfinder.com) plus, the judgment of the Race Committee³. An email blast two hours preceding the

¹ © 2018 Namequoit Sailing Association

² A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31 ‘Touching a Mark’. After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

³ See Page 18: Part 1.2 and 3 of ISAF rules for additional safety notices.



start time of the race will be sent to all registered participants either confirming or cancelling the day's race. The Race Committee may also elect to postpone or cancel a race due to weather conditions **AFTER** the 2-hour e-mail blast has been sent. This will be broadcast on VHF Channel 73 starting 30-minutes prior to the scheduled start. **It is the participating boat's responsibility to monitor this channel.** While the appropriate flags e.g. cancellation, will be flown from the Committee Boat, no participating boat may protest the Race Committee for not receiving any race information if it has been broadcast on Channel 73. To make up races, the RC may elect to hold to more than one race on any given race day.

COURSES. All races start and finish at X unless otherwise indicated. Signal boards displayed on the Committee Boat designate one of twelve (12) pre-designated courses labeled **Alpha, Bravo, Charlie, Delta, Echo, Foxtrot, Golf, Hotel, India, Juliet, Kilo, and Lima** including whether marks are to be left to port or starboard, and times around.

The Race committee also reserves the right to call for course **Whisky** that is a '*wild card*' selection of marks to be displayed on the Race Committee boat on the day of the race.

SEASONAL MARKS USED FOR ALL RACES. Note: Only the marks required for the designated course will have 32" Yellow 'racing' buoys attached on the day of the race.

A or Finish ⁴ The 'pin' of the starting line. **NOTE:** 'A' = Permanent 'Pin' from which Race Committee Boat may pivot 360° to 'square' the starting line as required

(N41° 45.350' WO69° 57.202'⁵)

B – Between the Namequoit Point Channel & Sampson Island

(N41° 45.511' WO69° 57.111')

C – South & East of the Channel leading into Paw Wah Pond -Off Red Nun#48

(N41° 45.099' WO 69° 57.802)

D – West of the red nun#44 off East Egg (Quanset)

⁴ **Note:** A 'Checkered Yellow & Black Race Flag Symbol' on all course charts indicates the Finish, which is between the Committee Boat and the starting Pin. It is always set to coincide with 'A' the 'Start' unless otherwise noted.

⁵ GPS coordinates are '**APPROXIMATE**'. **Note:** Seasonal buoys marked NSA with letter designation are in place. *Do not attempt to navigate at low tide.*



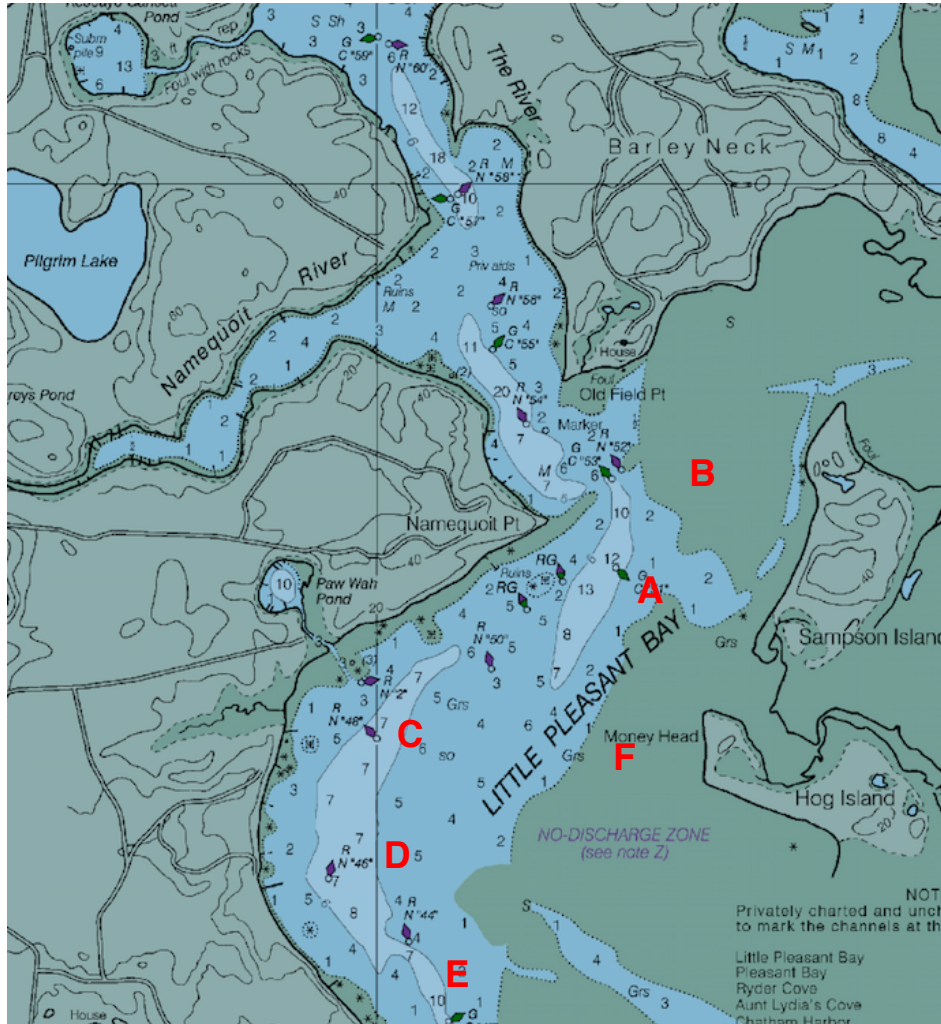
(N 41° 44.891' WO 69° 58.015')

E - Northeast of entrance to The Narrows-Off Red Nun#42

(N41° 44.640' WO69° 57.789')

F - Off the west side of Hog Island

(N 41° 44.968' WO 69° 57.368')





Courses:

There are twelve (12) pre-set courses for the 2016 racing season. **Please see the 'Course Handout' for each course.** Each course has a universal alpha name designation from 'Alpha' to 'Lima'.

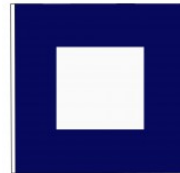
START. There are two divisions: 1) catboats 15 feet and over and all sloops and; 2) catboats under 15 feet. If two or more boats in any division are present at the Warning signal that Division will have its own start. One boat present will automatically be merged into the remaining Division and started together. Until completion of the first starting sequence (when all boats have **cleared** the starting line), boats in the next sequence must keep clear of the start line until their division's warning signal. While attention is called to the signals by horn or whistle sounding, the official signal is the flag. [Participating boats, wanting to be scored in a race, have FIVE MINUTES to cross the starting line after the appropriate flag and starting horn is sounded.](#)

Prior to the race start sequence - a series of short horn blasts occurs.

Warning: 5 minutes - Namequoit burgee goes up as horn sounds.

Preparatory: 4 Minutes - Second flag (letter P, small white square on blue background) goes up as horn sounds.

Preparatory: 1 minute - Preparatory flag goes down as horn sounds.



Start: NSA burgee goes down as horn sounds.

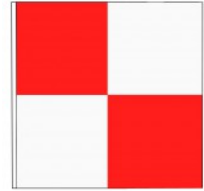
When the first fleet has completely cleared the starting line, the sequence is repeated for the next division.

RECALLS. Each boat is responsible for hearing a recall for an early start. If two or more boats are called over at any start the Race Committee will signal a general recall for all boats. [This decision will also be broadcast on Channel 73.](#)



POSTPONEMENT

If weather or safety conditions require the Race Committee to reassess the course and/or the entire Race, the Postponement flag will be flown. When lowered, boats may assume the starting sequence to follow. [This decision will also be broadcast on Channel 73.](#)



SHORTENING/ALTERING COURSE

If conditions warrant, the Race Committee may shorten or alter a race in progress. This will ONLY be communicated via Channel 73. **It is the participating boat's responsibility to monitor this Channel throughout the race to hear any mid-race instructions.** *Failure to do so for any reason (e.g. dead battery) may not be used in any form of protest.*

FINISH. The finish line shall be crossed in the direction from the previous mark. All boats finished must keep clear of the finish line. Any one not finishing a race must report that fact to the RC as soon as possible. [Races will be cancelled and not scored if the first-to-finish in a Division does NOT complete the course in at least 1.5 hours.](#)

CANCELLATION

If the Race Committee deems conditions unsafe or unsatisfactory, the Cancellation flag will be flown. [This decision will also be broadcast on Channel 73.](#)



PROTESTS. Protesting boats must verbally inform the other boat(s) at the time the protested action occurs. If the protested boat(s) does not exonerate itself by voluntarily making the appropriate turn penalty, all involved boats must report to the RC immediately following the race. The RC will schedule an open hearing.

Note: *A protest may include the use of foul language and any boat determined to have done so will be disqualified.*



CRASH BOAT

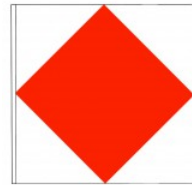
The Race Committee will strive to have a “crash boat” on the course for each race, independent of the Committee Boat which will normally stay anchored at the Start/Finish line. This “crash boat” will take station at the first windward mark and will attempt to keep the racing fleets between itself and the Committee Boat. **It will not provide course information and is solely there for emergency purposes only.** If any racing boat believes it is in need of help (medical, mechanical, weather-related, etc.) the recommended course of action is to head into the wind, drop sails and execute the universal emergency gesture of waving one’s arms over one’s head.



The “crash boat” will respond an attempt to render the required assistance.

REEFING

When Code Flag “F” is displayed, all boats must carry a reef. This will be announced pre-race via the e-mail race ‘On/Off’ announcement. If ‘on the water’ conditions do not warrant a reef, the flag will be lowered and boats may start without a reef. If the flag is flying pre-start, boats *must* keep their reef in until they finish. Any boat crossing the finish line without it’s sail reefed will be disqualified. [This decision will also be broadcast on Channel 73.](#)



Note: All [skippers](#) and crew are also required to wear personal buoyancy devices while the Reefing Flag is flown.

SCORING. NSA uses the low point scoring system. Boats are allowed to eliminate four races in the Summer Series of thirteen races over July & August. If a boat misses more than four races in the summer series, for the fifth or more races missed, it will be considered as finishing last. First, Second and Third place winners are recognized for each Fleet. First place is recognized for each Fleet in the separate July 4th and Labor Day races. NSA uses the Portsmouth handicap system. In this system, the following handicaps⁶ are assigned.

⁶ **Please note:** The Portsmouth listing does not include many of our boats and prior Vice-Commodores (primarily Don Powers and Jim Nathanson) developed the NSA table using ratings from Portsmouth boats that approximate our types and reflect our local experience:



Arey's Pond 19- 98

Arey's Pond 16' Cuddy -104

Arey's Pond 16' Open Cockpit -102

Arey's Pond, Classic Cat, Fisher Cat, Handy Cat and other 14' catboats – 110

Baybird – 100

Beetlecat – 118

Flying Scot – 100

Laser – 98

Mariner – 105

Marshall 15' – 102

Marshall 18 – 100

Menger 17' – 105

Minuteman 15'- 102

O'Day Daysailer – 104

Rhodes 19 – 104

Woody Pussy – 100

Widgeon – 120

Windmill – 101

420 – 98

The Portsmouth formula for a boat's corrected time is its elapsed time divided by its assigned number times 100.



2018 RACING SCHEDULE

DATE	EVENT	HIGH TIDE	RACE START
JUNE 23	SKIPPER'S MEETING		10:00 AM
JUNE 24	PRACTICE REGATTA	11:50 AM	11:00 AM
JULY 1	RACE#1	4:54 PM	3:00 PM
JULY 8	RACE #2	9:49 AM	9:00 AM
	RACE#3		10:00 AM
JULY 15	RACE#4	4:19 PM	3:00 PM
JULY 22	RACE #5	10:26 AM	9:00 AM
	RACE#6		10:00 AM
JULY 29	RACE#7	3:47 PM	3:00 PM
AUGUST 5	RACE #8	8:22 AM	9:00 AM
	RACE #9		10:00 AM
AUGUST 12	RACE#10	3:05 PM	2:00 PM
AUGUST 19	RACE #11	8:55 AM	9:00 AM
	RACE#12		10:00 AM
AUGUST 26	RACE#13	2:39 PM	2:00 PM

Note:

1. A participating boat may elect to only enter one of two races when two races are scheduled in any order it chooses as long as it reports its decision to the Committee Boat.
2. Second race times are approximate and dependent on completion of the preceding race.



2018 Member Summer Race Participation Notice

Name	
Address (Summer)	
Address (Winter)	
Preferred address prior to June 15	
Summer Telephone	
Summer email address (mandatory)	
Winter telephone	
Boat Class	
Boat Length	
Sail Number	
Boat Name	



PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the rules;
- (b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the rules; and
- (c) with respect to any such determination, not to resort to any court of law or tribunal.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and ISAF Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a protest and rule 63.1 does not apply.



PART 2⁷

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 24.1.*

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A

RIGHT OF WAY

*A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

10 ON OPPOSITE TACKS

*When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.*

11 ON THE SAME TACK, OVERLAPPED

*When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.*

12 ON THE SAME TACK, NOT OVERLAPPED

*When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.*

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.*

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

*A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room**

⁷ © ISAF World Sailing 2013-2016



(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and

(b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

SECTION C

AT MARKS AND OBSTRUCTIONS

Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.

18 MARK-ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

(a) between boats on opposite *tacks* on a beat to windward,

(b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,

(c) between a boat approaching a *mark* and one leaving it, or

(d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.



18.2 Giving Mark-Room

(a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.

(b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.

(c) When a boat is required to give *mark-room* by rule 18.2(b),

(1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;

(2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.

However, if the boat entitled to *mark-room* passes head to wind or leaves the *zone*, rule 18.2(b) ceases to apply.

(d) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

(e) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking in the Zone

If a boat in the *zone* passes head to wind and is then on the same *tack* as a boat that is *fetching* the *mark*, rule 18.2 does not thereafter apply between them. The boat that changed *tack*

(a) shall not cause the other boat to sail above close-hauled to avoid contact or prevent the other boat from passing the *mark* on the required side, and

(b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats at an *obstruction* except when it is also a *mark* the boats are required to leave on the same side. However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.



19.2 Giving Room at an Obstruction

1. (a) A right-of-way boat may choose to pass an *obstruction* on either side.
2. (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
3. (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

When approaching an *obstruction*, a boat may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail if

- (a) she can avoid the *obstruction* safely without making a substantial course change,
- (b) she is sailing below close-hauled, or
- (c) the *obstruction* is a *mark* and a boat that is *fetching* it would be required to respond and change course.

20.2 Responding

- (a) After a boat hails, she shall give the hailed boat time to respond.
- (b) The hailed boat shall respond even if the hail breaks rule 20.1.
- (c) The hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid her.
- (d) When the hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.



21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled under a rule of Section C, she shall be exonerated if, in an incident with a boat required to give her that *room* or *mark-room*,

- (a) she breaks a rule of Section A, rule 15 or rule 16, or
- (b) she is compelled to break rule 31.

SECTION D

OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

22 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

22.2 A boat taking a penalty shall *keep clear* of one that is not.

22.3A boat moving astern through the water by backing a sail shall *keep clear* of one that is not.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

24 INTERFERING WITH ANOTHER BOAT

24.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

24.2 Except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg