



NAMEQUOIT SAILING ASSOCIATION
SAILING RACING INSTRUCTIONS (SI's)¹
(Revised March 2022 v3)

RULES. ISAF World Sailing rules (2021-2024) shall apply, except as altered by these instructions or the race committee (RC). Part 1 of the Sailing rules is attached below.

Note: boats must perform one 360-degree turn penalty for hitting a race mark and one 720-degree turn penalty for violating all other rules.

ENTRIES. To participate, **boats must be properly registered by submitting a NSA Race Participation form at least 2 days before their first race** (form located at <https://namequoitsailing.org/racing-program>). Each boat must have at least one NSA member, associate member, or registered Race Participant aboard (age 18+), 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.**

FEES.

- NSA member – no additional fees
- NSA associate member (membership is \$175/season, apply using race participation form) – no additional fees
- Non-NSA member, one-time-only single-day trial – free
 - can select any one scheduled race day for trial

SCHEDULE. The racing schedule is posted at <https://namequoitsailing.org/racing-program>. Registered participants will be notified of any schedule adjustments via email.

The Race Committee (RC) may cancel, postpone, or abandon a race due to foul and/or heavy weather. This decision will be guided by weather forecasting sites plus the

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judgment of the Race Committee². **Important note: Notification of race delay or cancellation will be made via email blast to all registered participants and appear on the NSA website whenever possible. If NOAA Small Craft Warning alerts are posted or broadcast on weather channels or NOAA radio, any/all races that day will be considered CANCELLED, even without notification from NSA.**

An email blast two hours preceding the scheduled start time of 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.** No participating boat may protest the Race Committee for not having received any race information or for cancelling/postponing/abandoning a race.

COURSES.

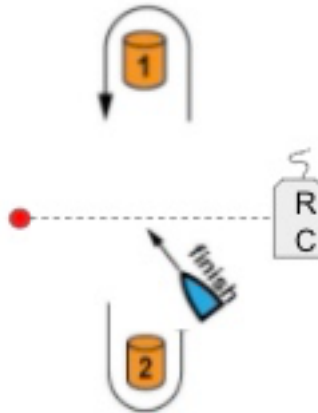
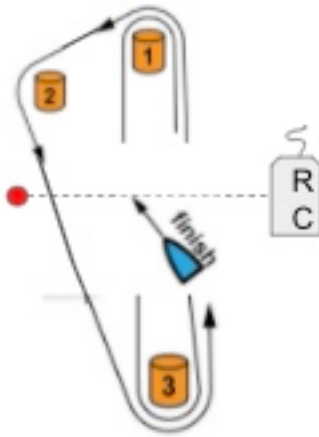
The race course for each division will be announced by RC boat at least 5 minutes prior to the "Warning" signal. See possible courses in diagrams below. All races shall start and finish between the RC boat and the pin. The location of start and finish line will be within Little Pleasant Bay. **All marks of the course will be rounded to port unless otherwise stated.** Yellow inflatable buoys will indicate the mark positions. A boat touching any mark buoy, pin buoy, or the RC boat must do a 1-turn penalty *after* starting the race and before continuing to the next mark, without impeding any other boats.

² See Page 18: Part 1.2 and 3 of ISAF rules for additional safety notices.

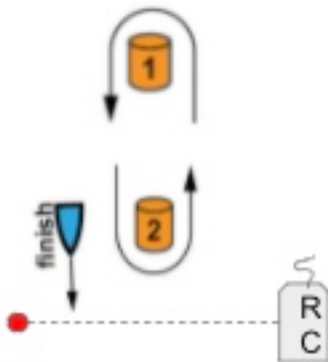


Course 1 (triangle finish upwind)	marks
Option A	S-1-2-3-F
Option B	S-1-2-3-1-3-F

Course 2 (W/L finish upwind)	marks
Option A	S-1-2-F
Option B	S-1-2-1-2-F



Course 3 (W/L finish downwind)	marks
Option A	S-1-F
Option B	S-1-2-1-F





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 for their division is sounded.** The RC boat and mark/crash boat are not tasked with helping race boats get to the starting area in time for their race, so please be early.

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.

NOTE: Rule 30.1 “I Flag Rule³” will be in effect at ALL times. No flag will be flown. (See Page 19 The Racing Rules of sailing for 2021-2024 for complete description)

³ If flag “I” has been displayed, and **any part of a boat’s hull, crew or equipment** is on the **course side of the starting line or one of its extensions** during the **last minute** before her starting signal, she shall sail across an **extension** to the pre-start side before *starting*



On very windy days, if you are at the pin end of the line AND UPWIND from the Committee Boat, you may NOT hear the “Sailbot”⁴ signal horns clearly. You should attempt to be near the Committee Boat at the starting sequence to synchronize your watch. From that point on, you do not need to rely on the audible sound.

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. **These decisions will be broadcast on VHF 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 VHF 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 boat not finishing a race must report that fact to the RC as soon as possible. Races will be cancelled and not scored if none of the participating boats are able to complete the course within the stated time

⁴ ELECTRONIC DEVICE WHICH PRODUCES TIMED SOUND SIGNALS FOR THE START.



limit (1.5 hours unless modified by RC). The race may be cancelled for a single fleet if the any boat in the other fleet is able to complete within the time limit. Subsequent races on the same day may also be cancelled by RC.



CANCELLATION

If the Race Committee deems conditions unsafe or unsatisfactory, the Cancellation flag (code “N”) will be flown. This decision will also be broadcast on Channel 73.

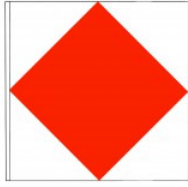
PROTESTS. Protesting boats must verbally inform the other boat(s) at the time the protested action occurs. If the protested boat(s) does not exonerate itself by voluntarily making the appropriate turn penalty, all involved boats must report to the RC immediately following the race. The RC will schedule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

Note: *A protest may include the use of foul or inappropriate 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. 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. If possible, hail the Committee boat and crash boat on VHF Channel 73. The “crash boat” will respond and attempt to render the required assistance. If any life-threatening situation arises, make a distress call on VHF Channel 16.



REEFING

The Race Committee may, at its discretion, fly a “Reefing” flag. When Code Flag “F” is displayed, all boats must carry a reef. This may be announced via VHF radio pre-race or 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

To be scored in any race, a boat must cross the start line within five minutes after the Start signal for their division and finish within the stated time limit for the race (30 minutes from time first boat finishes unless indicated otherwise).

NSA uses the low-point scoring system. The boat with the smallest corrected finish time (after adjusted for handicap) will get 1 point, the second 2 points, the third gets 3 and so on. For boats who are entered, but did not start (cross the start line legally) (DNS), did not finish (DNF), or were disqualified (DSQ), their score on that race will be equal to the number of boats entered plus 1.

For every “NSA mini-regatta”, the top 3 finishing boats in each division will be recognized (as 1st, 2nd, 3rd place), and each awarded a prize for that day. A boat’s finishing place is the determined by the total score for all races completed on that day (no throw-outs). Note, trial race participants will be scored for mini-regattas and are eligible to receive a prize if they finish in the top 3 on that day.

For the entire summer series, the top 3 finishing boats in each division will be recognized (as 1st, 2nd, 3rd place) and each awarded a prize after the end of the series. A boat’s finishing place for the entire series will be determined by the total of its lowest “N” scores, where “N” is the number of completed races less the number of allowed throw-outs. The number of throw-outs is indicated below. Note, trial participants will not receive a total score for the series and are not eligible for overall series prizes.

Total Races Completed	Throwouts
12 or more	3
9 or more	2
6 or more	1



NSA uses the Portsmouth handicap system for scoring races. The Portsmouth formula calculates a boat's corrected time as its elapsed time for the race divided by its handicap number, then multiplied by 100.

For NSA races, the following handicaps⁵ are assigned.

Arey's Pond 19- 98
Arey's Pond 16' Cuddy -104
Arey's Pond 16' Open Cockpit -102
Arey's Pond 14' Racing Cat-Planning Hull w. full battens- 105
Arey's Pond, Classic Cat, Fisher Cat, Handy Cat and other 14' catboats – 110
Baybird – 100
Beetlecat/Rainbow Cat/APBY Kitten – 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

⁵ **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:



RACING RULES 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 2 ⁶

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**



(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

30.1 I Flag Rule

If flag I has been displayed, and **any part of a boat's hull, crew or equipment** is on the **course side of the starting line or one of its extensions** during the **last minute*** before her starting signal, she shall sail across an **extension** to the pre-start side before *starting*.

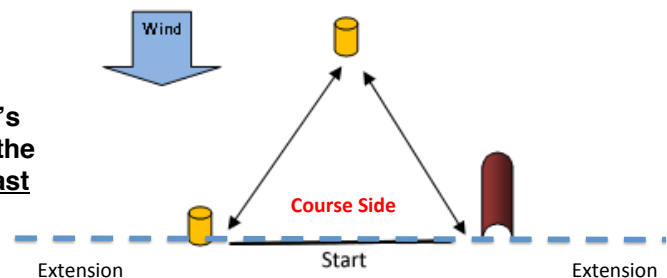


Figure 1 - Square Line