

RBSA Sailing Instructions (revised April 2026)

1| RULES

1.1 Round Bay Sailing Association (RBSA) races will be governed by the latest edition of the Racing Rules of Sailing (i.e., 2025-2028) as adopted by US Sailing except where specifically modified by these Sailing Instructions. Participants are reminded of the RRS Basic Principle of Sportsmanship and the Rules: Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule, they will promptly take a penalty or retire.

2| NOTICE TO COMPETITORS

2.1 Information regarding membership, social events, committees, and other club matters will be announced by email and on the club's website at www.roundbaysailing.com.

3| CHANGES TO SAILING INSTRUCTIONS

3.1 These Sailing Instructions, and any changes to the Sailing Instructions, will be posted on the club's website.

4| SCHEDULE OF RACES

4.1 The Schedule of Races for each season will be announced on the club's website.

4.2 The Wednesday evening series is organized into four series of six races each, with the first race held in mid-April and the last race held in late September/early October.

4.3 Each skipper is required to serve as the on-water Race Committee (RC) for at least one race per season as assigned and identified on the club's website.

4.4 For a race to take place, there must be at least three starters in total, summing the starters across all three starts.

4.5 Canceled or abandoned races will not be made up unless there are fewer than three races completed at the scheduled end of a series. Make-up races will be announced by email and posted on the club's website

5| RACING AREA

5.1 Unless otherwise specified in an announcement, club races will take place on the Severn River in Round Bay.

6| MARKS

6.1 All government navigational marks will be honored in any RBSA event.

6.2 Racing marks will normally be orange and white cans or orange or yellow balls. Marks will be located approximately as follows:

- A - S of Linstead community pier
- B - SE of Eaglenest Point near marker R10
- C - E of Sherwood Forest community pier
- D - NW of Sherwood Forest community pier
- E - Near marker R12 and Linstead
- N - SE of R10 near Swan Point
- S - N of Eaglenest Point near marker R10

V - N of marker G7 near Long Point

DISTANCE MATRIX

These are the approximate distances in nautical miles between marks in the racing area

	A	B	C	D	E	N	S	V
A		0.57	1.79	1.40	0.36	1.12	0.33	0.81
B			1.32	1.06	0.90	0.58	0.39	0.57
C				0.58	2.00	0.77	1.70	1.04
D					1.53	0.72	1.40	0.59
E						1.41	0.69	0.96
N							0.96	0.61
S								0.85

7| DESIGNATION of CHESAPEAKE BOATS

7.1 In order to create the best opportunity for a positive experience, growth of skills, and recognition, RBSA designates skippers and their boats who are new to racing or possessing limited racing experience as **“Chesapeake Boats.”**

7.2 Boats new to RBSA will generally be designated as Chesapeake Boats; however, they may petition the RBSA Principal Race Officer (PRO) if they believe that this designation is incorrect. The final decision regarding whether a new boat and skipper is designated as a Chesapeake Boat rests with the PRO. In unusual cases, the PRO may remove the designation of Chesapeake Boat during the boat’s first RBSA racing season if it becomes apparent that the boat’s racing performance shows that they should not have received the Chesapeake Boat designation.

7.3 Most commonly, a boat will only lose the Chesapeake Boat designation upon winning the **“Chesapeake Award”** as the Chesapeake Boat with the highest RBSA season Standard Course Highpoint score among all Chesapeake Boats. After winning the Chesapeake Award, a skipper and boat are no longer designated a Chesapeake Boat and may no longer compete for the Chesapeake Award in subsequent seasons.

8| RACING FLEETS, RATING CERTIFICATES

8.1 RBSA Boats are divided into two Racing Fleets. The Long Course Fleet, scored by PHRF Time-on-Time, consists of boats with ratings similar to or faster than a J27; however, Chesapeake Boats will not sail in the Long Course Fleet. The Standard Course Fleet, scored by EZ Time-on-Time, consists of all other boats and all Chesapeake Boats. RBSA also holds several Special Races during the racing season that are scored by PHRF ratings and are open to all RBSA boats.

8.2 Each Long Course skipper and each skipper who desires to be scored in a Special Race must obtain, and provide to the PRO, a valid PHRF Certificate issued by PHRF Chesapeake for the boat(s) they will be racing in RBSA. That certificate must include the sail configurations they use in RBSA races, including spinnaker and non-spinnaker ratings as appropriate.

8.3 Each Standard Course skipper must obtain, and provide to the PRO, an EZ Certificate for the boat(s) they will be racing in RBSA. That certificate must include the sail configurations they use in RBSA races, including spinnaker and non-spinnaker ratings as appropriate.

8.4 Skippers who are unable to obtain a valid EZ Certificate due to their boat's design (e.g., multihulls and most planing monohulls) may petition the PRO to request that a pseudo-EZ rating be developed by RBSA for their boat. Such requests require up to three months to be accommodated; such boats may race with RBSA without being scored while they await their pseudo-EZ ratings.

8.5 Rating Certificates are typically valid for a single year; it is the responsibility of each skipper to ensure that they have obtained a certificate valid for the current racing year and have provided an electronic copy of that certificate to the PRO before the first race of the season or the first race in which they participate. Any boat that does not have a valid rating certificate or an RBSA-developed pseudo-EZ rating on file with the PRO at the time of a race will not be scored in that race.

8.6 Skippers in the Standard Course Fleet, other than Chesapeake Boats, may petition the PRO to move to the Long Course Fleet for the next Racing Series. The PRO may also direct a skipper and boat racing in the Long Course Fleet to move to the Standard Course for the next Racing Series if it becomes apparent that the skipper and boat are consistently off the pace of other Long Course Fleet participants and are causing the Race Committee to wait for them as the last overall finisher across both racing fleets. The final decision regarding whether a skipper and boat can move between the Long Course and Standard Course Fleets rests with the PRO.

9| START ASSIGNMENTS

9.1 Wednesday Races will include three Starts: Long Course (First Start), Standard Course (Second and Third Starts). Boats are assigned to a particular start by the PRO in accordance with 9.4, approved by the Commodore, and will be announced at the pre-season Skippers Meeting or before. Start assignments will not change during the season except for the boats that move between Long Course and Standard Course in accordance with Section 8.6.

9.2 All Long Course Fleet boats are assigned to the First Start and are scored together.

9.3 All Standard Course Fleet boats are scored together; however, there are two Standard Course Fleet Starts. Spreading boats across two starts reduces overcrowding in the starting area and makes the starting line length appropriate for both the Second and Third Starts.

9.4 The Standard Course Fleet boats are assigned to the Second or Third Start as described below, and each boat will be scored according to its assigned start.

1. All Chesapeake Boats are assigned to the Second Start.
2. Boats that did not qualify for Standard Course Highpoint in the preceding RBSA season will be assigned to the start based upon their Standard Course Highpoint finish for the most recent RBSA season in which they qualified for Standard Course Highpoint.
3. Starting with the remaining boat with the highest Standard Course Highpoint finish in the preceding RBSA season, and then the second highest finish, and so on, boats are assigned to the Third Start.
4. Starting with the remaining boat with the lowest Standard Course Highpoint finish in the preceding RBSA season and then the second lowest score, and so on, boats are assigned to the Second Start.
5. Steps 3 and 4 are repeated until the number of boats assigned to the Second and Third Starts are equal plus or minus one boat.

9.5 The **First start** is at 1800, the **Second start** is at 1805, and the **Third start** is at 1810. Times for all starts will be shifted 15 minutes earlier for Wednesday Series 4 due to early sunsets.

10| COURSES and RACE MANAGEMENT

10.1 Races will be run following the Race Management Instructions as posted on the club's website.

10.2 All skippers are required to monitor VHF channel 68 upon entering the racing area, before their start, and during the race.

10.3 The PRO will determine the starting mark and courses to be sailed based upon wind direction and strength, from the pre-set options. The selected starting mark will be relayed to the RC and then broadcast to the fleet via VHF to enable all boats to rendezvous at that location.

10.4 If the PRO is not present in the racing area, all PRO responsibilities will fall to the Commodore, and if the Commodore is not present, to the Vice Commodore, then to the Rear Commodore, and then to the immediate Past Commodore.

10.5 The RC will use the VHF radio Channel 68 (or alternate if that intent is conveyed to all participants) to inform boats of the intended start location, to broadcast the countdown to each horn signal in the starting sequence, and to communicate real-time race decisions by the RC (e.g., abandon race/shorten race). It is the responsibility of each skipper to follow auditory and visual instructions and signals, and failure to receive such shall not be grounds for protest or redress.

10.6 The PRO may communicate with the RC regarding race management issues. Participants are expected to limit their VHF broadcasts to check in with the RC before the race, to notify the RC of retirement from the race, or for safety considerations (e.g., capsizing). Participants are not permitted to initiate discussions with the RC regarding course selection or race management issues; the RC has no obligation to respond to comments from participants, as their focus is on the many tasks required to run the race.

10.7 The RC may conduct the race from the Linstead pier with a start from Mark A as a last contingency.

10.8 Before the Warning signal for their Start, skippers shall check in and be recognized by the RC by stating the boat's name and sail number.

10.9 Skippers must notify the RC of their intention to sail non-spinnaker by hail before the warning signal for their start and receive acknowledgement from the RC.

10.10 The selected course will be relayed by the PRO to the RC in sufficient time to allow the RC to post the selected course on a Course Board on the RC Boat before the Four-Horn signal, which is about a minute before the Warning signal for the First Start. After the Warning signal for the First start, the RC will not change the posted course without following the Postponement procedure.

10.11 The course designation is represented by a letter and number displayed (e.g., "A 8") that corresponds to a specific course that can be determined using the laminated "Cue Card" provided to each skipper before the beginning of the season. Skippers competing in

the Long Course Fleet will read their course from the Long Course portion of the Cue Card and skippers competing in the Standard Course Fleet will read their course from the Standard Course portion of the Cue Card (e.g., A 8 represents a different course for Long Course participants than it does for Standard Course participants)

10.12 No changes will be made to any mark on the course to cause it to deviate from the prescribed course that is posted for the start except by direction from the PRO, in the case of a missing mark,

11| STARTING, SAILING THE COURSE, AND FINISHING

11.1 RBSA executes a modified starting sequence using horns and VHF radio transmission of a recorded starting sequence. Warning and Preparatory flags are not required to be used, but, the RC may use them if there is doubt that the VHF radio or sound signals can be heard. Regardless of whether they are using starting flags, the RC will display flags for On Station, Postponement, Abandon Race, Premature Starter, Recall, and Shorten Course as appropriate.

11.2 Postponement will be signaled by the display of the "AP" Flag with two horn blasts. When ready, the RC will lower the "AP" Flag with one horn blast and restart the starting sequence at the Warning signal (five minutes before the first start) approximately one minute later.

11.3 Approximately one minute before the warning signal for the First Start, the RC will sound a series of four horn blasts to announce their intention to begin the starting sequence. This is not a timed signal and failure to receive such cannot be grounds for protest or redress. The RC will use the RBSA Starting Sequence audio file for VHF broadcast to guide the timing of the horn signals.

11.4 Boats that are not within five minutes of their start must not enter the starting area, defined as the area where boats in good time for their start will sail between their Preparatory signal and Starting signal. They must also keep clear of those in another fleet that are within five minutes of their start.

11.5 The starting line will be between the on-station "R" Flag hoisted by the RC Boat (or Linstead pier in rare cases) and the starting Mark.

11.6 Recalls: Display of the "X" Flag with one horn blast will be used when boats have started prematurely. The RC will attempt to hail early starters and may employ VHF to repeat the hail; however, it is the sole responsibility of each skipper to return and restart when over early. When the RC is unable to identify premature starters, a display of the "First Repeat Flag" and two horn blasts will be made to recall an entire Start. The Warning signal for a new start of the recalled start will be made about one minute after the "First Repeat" is removed with One Sound, and the succeeding start(s) shall follow the recalled start at five-minute intervals.

11.7 Marks will be rounded in the order indicated on the Cue Card, reading left to right. The first mark of the course will be the starting Mark, either A, B, N, D, or V. Boats will start by crossing the starting line in the direction of the most direct course to the second mark of the course. The second and all subsequent marks of the course will be left to port except the finish line, which is the line between the RC Boat and the finish mark. The finish line shall be crossed in the direction of the most direct course from the preceding mark. The racing

marks are listed in Section 6 in this document and are shown geographically on a chart on the website.

11.8 After all starts have been completed, and, if changing conditions warrant, the RC may shorten the course for the Long Course Fleet, the Standard Course Fleet, or both Fleets following the "shorten course" procedure in the Race Management Instructions. The decision to shorten the course will be conveyed to the competitors by displaying the "S" Flag with two horn blasts and by making a VHF announcement describing how the course has been shortened for each fleet. The RC has limited options for shortening the course since two courses are being sailed by two fleets sharing many marks in common. The RC may eliminate marks of the course starting with the last mark of the course and then the second to last, and so on, as deemed necessary to enable all boats to finish at the same finish mark for both Long Course and Standard Course boats. One fleet may sail its full prescribed course and the other may sail a shortened course.

11.9 Unless otherwise specified, finishes will be at the same line as the start. If a course has been shortened before a boat's arrival at the finish, skippers must take note of the RC signals and VHF communications before the finish and cross the line in the direction of the most direct course from the preceding Mark. The required side of a mark may change when a shortened course is signaled based on the direct course from the preceding mark.

11.10 If there is no RC on station at the finish, the first boat to cross should stand by and record finish times for themselves and all following finishers. If a boat finishes without anyone standing by to take their finish time, that boat shall record their own finish time from GPS in hr:min:sec format and text or email that time with an explanation to the PRO.

12| PENALTY SYSTEM

12.1 A boat that has taken a penalty under rule 44 shall notify the RC upon finishing so that fact can be recorded on the score sheet in case a protest is also filed for this incident.

13| TIME LIMIT

13.1 Any boat that has not finished within 45 minutes of the finish of the first boat in her starting fleet will be hailed by the on-water RC over VHF and advised that they are scored TLE (Time Limit Expired), thus concluding their race. This changes RRS 35.

13.2 A Wednesday race in which no boat in the Long Course Fleet has finished by 2030 hours or 2015 for the fourth series shall be abandoned for the Long Course Fleet. A Wednesday race in which no boat in the Standard Course Fleet has finished by 2030 hours or 2015 for the fourth series shall be abandoned for the Standard Course Fleet.

14| PROTESTS AND REQUEST FOR REDRESS

14.1 A boat declaring a protest during a race must hail "Protest" and display a red protest flag at the first reasonable opportunity. Requiring display of the flag changes RRS 60.2(a)(1) by not excepting boats less than 6 meters long.

14.2. Consistent with RRS 60.2(c), if at the time of the incident it is obvious to a protesting boat that a member of either crew is in danger, or that injury or serious damage has resulted, rules 60.2(a) and 60.2(b) do not apply to her, but, she shall attempt to inform the other boat within the protest time limit of her intention to protest.

14.3 The format for submitting a protest or Request for Redress can be found on the website and must be completed and emailed to the Commodore, the Vice Commodore, and the PRO.

14.4 The time limit for submitting a Protest or Request for Redress is 24 hours after the conclusion of the race or incident (whichever comes later).

14.5 Protest and Redress hearings will be scheduled by the RBSA Protest Committee, which is comprised of former RBSA Commodores and follows the RRS and these SI.

15| SERIES SCORING

15.1 RBSA Series scoring is by RRS Low Point Scoring and tie-breaking procedure.

15.2 Each series will be scored based on a boat's best races. If there are six races in a series, each boat will get one throw-out. If there are fewer than six races in a series, no races will be thrown out. A DSQ, DNC, or TLE may be the throw-out race if a boat is eligible for a throw-out.

15.3 Boats scored TLE will receive points equal to the number of boats in the fleet that finished within the time limit, plus 2 points, except that they will not be scored worse than the number of boats starting that race.

15.4 Races in which 50% or more of the boats that qualified as starters in the race are scored as TLE (as scored by section 17.8) shall not count as a race toward the Series or the HP calculation. This changes RRS 35.

15.5 Within a series, for races in which a boat does not compete, they will receive a DNC score which is equivalent to the number of boats that were scored in that series plus 1 point.

15.6 If a skipper provides the RC personnel for a race in which their boat does not compete, this will count as participation in that race. Points will be awarded equal to the boat's average score in her other races in that series (excluding throw-outs). Only one such award may be made per series.

15.7 Other annual races will not count toward Series Low Point or Season High Point standings.

16| SEASON HIGH POINT SCORING and AWARDS

16.1 A season High Point Award will be calculated for the Long Course Fleet and separately for the Standard Course Fleet for Wednesday races according to the following formula:

Season HP Score = (1 point for each race started + 1 point for each race finished + 1 point for each boat beaten in all of these races) / (points earned had you won all races finished + total number of races that were conducted for your fleet during the season)

One race may be dropped for every six races finished.

16.2 The Grand High Point Score is calculated by normalizing the HP Scores for the Long and Standard Course boats and comparing the normalized numbers.

HP normalized = HP Score / HP Score for a hypothetical boat in your Fleet that won all valid races

16.3 Chesapeake Award - The Chesapeake Skipper/boat that finishes the season with the highest Standard Course HP Score will receive the Chesapeake Award.

17| SAFETY REGULATIONS

17.1 All U.S. Coast Guard required safety equipment (and minimum ORR mandated safety equipment) must be aboard and available. The safety of each boat is the responsibility of the boat's owner and skipper.

17.2 The RC may direct competitors to wear flotation devices by announcement over VHF. Failure to comply may result in disqualification.

17.3 Boats retiring from a race shall notify the RC either by direct verbal communication or via VHF Channel 68 before leaving the racing area unless damage to the boat, injury to the crew, or adverse weather makes it impossible to do so.