

# **Part III Rules for Regattas** Adopted July 10, 2012 Amended 5-3-2015, 5-3-2020

## **1 Introduction**

- 1.1 These BSA Rules for Regattas have been prepared to help Organizing Authorities hosting Bullseye Class events to design regattas that meet the wishes of the BSA. They have also been prepared to provide the information needed by the Organizing Authority to complete the NOR and SI.
- 1.2 Organizing Authorities are urged to be familiar and comply with the provisions of Part 7 of the RRS (Rules 85 through 91) as well as Appendix J, Appendix K and Appendix L.

## **2 Rules**

- 2.1 The current BSA class rules shall apply.
- 2.2 The current RRS shall apply. Changes permitted by RRS 86.1 shall be allowed only if specified in the BSA Rules.
- 2.3 The format and wording of the NOR and SI shall strictly adhere to the requirements of RRS Appendix J, Appendix K for the NOR and Appendix L for SIs.

## **3 Entry, Eligibility, Measurement, Housing and Loaner Boats**

- 3.1 Any Association member in good standing (dues current) shall be eligible to enter the regatta as skipper by completing registration with the hosting organization.
- 3.2 Any boat entered in the regatta shall comply with class rules.
- 3.3 All required safety equipment shall be aboard the boat at all times.
- 3.4 The NOR may limit the type and number of sails that may be used in the regatta.
- 3.5 The NOR may limit haul outs during the regatta.
- 3.6 All boats, sails and equipment are subject to Association inspection and/or measurement at any time and must meet Association Technical Specifications. Boats out of compliance with any class rules are subject to penalty.
- 3.7 A “first reply, first served” priority list for housing and loaner boats will be created for those who register for the Nationals, if they are BSA members as required, and make full payment of the registration fee. The registration fee will be refunded if the member is unable to race because either the housing and/or a loaner boat is not available.

## **4 Notices to Competitors**

- 4.1 Organizing Authorities are requested to post a copy of the NOR, SI and any amendments to either document on the Official Notice Board (ONB). When possible, copies should also be posted on an event website as well for the benefit of all competitors.
- 4.2 Race Committee notices are requested to be posted at least 30 minutes before the Race Committee boat departs for the race area, and schedule changes are requested to be posted by 2000 hours of the day before the schedule change is to

take effect. When possible, copies of notices to competitors should be available at the event registration desk.

## **5 Competitors' Meeting**

5.1 There shall be a competitors' meeting before each regatta.

## **6 Crew, Replacement of Crew or Equipment**

6.1 The crew in a boat participating in a Nationals Regatta may number either two or three persons, but the number and identity of crew members must be maintained throughout the Regatta.

6.2 Co-Skippers will be allowed subject to the restrictions of 3.1.

6.3 Substitution of skippers or crew during the regatta will not be allowed without prior approval of the race committee.

6.4 Changes to the sail inventory or equipment during the regatta will not be allowed without prior written approval of the race committee.

## **7 Schedule of Races**

7.1 The Race Committee will attempt to complete 7 races.

7.2 Completion of three races will constitute a series.

7.3 No races will be started after 1300 hours on the final day of racing.

(a) This may be amended by the Organizing Authority, but any change must be included in the event's NOR and SI

## **8 Race Area and Courses**

8.1 The Race Committee shall make every effort to locate the racing area in open areas away from shoreline features.

8.2 The racing area will be shown on a chart attached to the Sailing Instructions.

8.3 Any requirement for honoring fixed and government marks shall be noted in the sailing instructions and on the chart attached to the sailing instructions

8.4 Courses shall be windward leeward or triangular. Normally, drop marks will be used.

8.5 Race leg lengths should be at least 0.5 nautical miles if conditions permit.

8.6 The first leg of all races should be to windward.

## **9 Reporting at Start**

9.1 Before starting the first race of each day a boat is required to sail past the stern of the designated Race Committee boat and verbally check-in.

9.2 Any Bullseye failing to check-in in accordance with the provisions of 9.1 shall receive a scoring penalty equal to 20% more than the number of starters in that race.

## **10 Protests**

10.1 RRS 61.1(a)(2) shall be changed to require the display of a protest flag

## **11 Time Limits**

11.1 The time limit for each race shall be 90 minutes. Any boat finishing 30 minutes after the first boat shall be scored DNF.



## **12 Withdrawing from the Race**

- 12.1 A boat that leaves the racing area shall notify the Race Committee at the first opportunity.
- 12.2 A boat that leaves the racing area without notifying the Race Committee is subject to a 20% scoring penalty in the last race in which she finished.

## **13 Scoring**

- 13.1 The low point scoring system described in Appendix A of RRS will apply with BSA Regatta Rules provisions 7.1 and 7.2.
- 13.2 If more than 5 races in the series are completed, a competitor's score will be the total of all his race scores excluding his worse score.

## **14 Disposal of Refuse and Trash**

- 14.1 The discharge of trash into the water is prohibited during the entirety of the event.
- 14.2 Any boat observed in violation is subject to disqualification, at the discretion of the Protest Committee, from all races sailed on the day of the infraction.

## **15 Radio Communications**

- 15.1 All competitors must have VHF radios.
- 15.2 Race Officers are encouraged to use VHF radios for communication with competitors as a courtesy. Failure to hear a radio communication is not grounds for redress.
- 15.3 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones

## **16 Prizes**

- 16.1 Prizes will be awarded to skipper and crew for the top 5 places of the regatta.
- 16.2 Prizes will be awarded to first place skipper and crew for each race of the regatta.
- 16.3 Four perpetual trophies are presented at the annual Bullseye National Regatta; when presenting each trophy the following descriptions are to be read:

**THE E.L. GOODWIN BULLSEYE NATIONAL TROPHY.** This trophy, awarded each year to the winner of the Bullseye National Regatta, is a varnished, wooden half-model surrounded by the plaques of past winners from Larchmont in 1962 until the present. Every year the new recipient is asked to add a plaque with his or her name and yacht club on it. Originally known as the Bullseye Annual Trophy, the name was changed in 1984 to honor E.L. Goodwin of Cape Cod Shipbuilding Company who began building the fiberglass Bullseye in 1949.

**THE BEVERLY TROPHY.** The Beverly "Most Improved" Trophy was initiated in 1994 by the Beverly Yacht Club. It is a perpetual trophy awarded to the skipper who shows the most improvement from one National Regatta to the next

**THE ROCKPORT TROPHY.** The Rockport "Away" Trophy is a perpetual trophy awarded to the highest finishing boat that is not a member of the host fleet in a National

Regatta. The trophy is a pen and ink drawing by avid Rockport sailor Peter Vincent, generously donated to the Bullseye Association. The Rockport Bullseye Fleet first awarded this trophy at the 1999 Bullseye Nationals to recognize that it is the boats, skippers and crew traveling to the Nationals, which make this annual event so special.

**THE CARD SOUND FILIAL TROPHY.** The Card Sound Filial Trophy is a perpetual trophy awarded to the highest finishing boat that has at least two generations of the same immediate family as skipper and crew at the BSA National Regatta. This trophy was donated to the Class by the Card Sound Sailing Club for the 2011 Nationals in recognition of the special tradition of the Bullseye as a “family boat” and the almost unique record of Bullseye Nationals sailors ranging from pre-teens to pre-nineties.