

# Percy Priest Yacht Club



## 2018 Galen Freeman One Design Regatta

### Sailing Instructions

#### 1. RULES

1.1. The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).

1.2. Changes will be made to the following RRS for the buoy course classes: 29.1 (Individual Recalls), 33 (Changing the Next Leg of the Course), 35 (Time Limit and Scores), 61 (Protest Requirements), 62.1(a) (Redress), 63.1 (Requirement for a Hearing), A2 (Series Scores), A4 (Low Point System), A5 (Scores Determined by the Race Committee), A11 (Scoring Abbreviations), and Race Signal AP (Postponement).

1.3. US Sailing Prescriptions Rule 60 (redress hearing participation), Rule 63.2 (Time and Place of the Hearing), and Rule 63.4 (Interested Party) will not apply.

1.4. All class rules, including measurement and weight rules, will apply.

**2. NOTICES TO COMPETITORS** – Notices to competitors will be posted on the official notice board, which will be located on the windows of the Hamilton Creek Sailboat Marina building facing the deck.

#### 3. CHANGES TO SAILING INSTRUCTIONS

3.1. Any change to these Sailing Instructions will be posted on the official notice board.

3.2. The schedule of races for the first day's races will not be changed.

3.3. Any change to the schedule of races for the second or subsequent day's racing will be posted by 1800 hours (6:00 pm) on the day before it will take effect.

3.4. Any other change to the Sailing Instructions will be posted at least one hour before the scheduled start of the first race on the day the change will take effect.

#### 4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed from the race committee signal boat at the dock.

4.2. When flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the Race Signal "AP." This changes the meaning of Race Signal "AP."

## **5. SCHEDULE OF RACES**

5.1. The race schedule, dates of racing, number of races, scheduled time of the warning signal for the first race each day and the cut-off time for starting a race on the last day will be as stated in the Notice of Race. The Notice of Race will be posted on the official notice board.

5.2. When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, flag "AP" may be displayed before a warning signal is displayed.

## **6. CLASS FLAGS**

6.1. J/22 Class Flag will be used

**7. RACING AREA** – The racing area will be within three miles of the harbor entrance to Hamilton Creek Sailboat Marina.

**8. MARKS** – The marks are described in Attachment A.

**9. COURSES** – The courses are described in Attachment A.

## **10. THE START**

10.1. N/A

10.2. The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end starting mark.

10.3. The race committee may, no later than the warning signal, trail a mark from the stern of the race committee signal boat stationed at the starboard end of the starting line. The trailing mark will be considered to be an extension of the race committee signal boat. A boat shall not pass between the trailing mark and the race committee signal boat. A boat shall not touch the trailing mark while racing before starting.

10.4 N/A.

10.5. A boat starting later than 5 minutes after her starting signal will be scored as Did Not Start without a hearing. This changes RRS 63.1, A4 and A5.

## **11. CHANGE OF THE NEXT LEG OF THE COURSE**

11.1. To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

11.2. If the moved mark (or the moved finishing line) is not visible from the previous mark of the course or if the change of position is more than 20°, the change will be signaled in accordance with RRS 33.

11.3. If the moved mark (or the moved finishing line) is visible from the previous mark of the course and the change of position is 20° or less, the change may not be signaled. This changes RRS 33.

**12. RECALLS** – When an individual recall is signaled, the race committee may at its discretion attempt to hail the sail numbers of the recalled boats. The hail may be by VHF radio on Channel 68, or by loud hailer or bullhorn. Such a hail is a courtesy hail only. Failure of the race committee to hail, failure of a boat to hear the hail, or the order or timing of the hail will not relieve the boat of its obligation to start correctly and will not be grounds for requesting redress. This changes RRS 29.1 and 62.1(a).

## **13. THE FINISH**

13.1. The finishing line will be between a staff displaying an orange flag on the race committee signal boat at one end and the course side of the other finishing mark at the other end. The finishing line will be on the same side of the boat as the starting line.

13.2. Boats that have finished shall avoid the finishing area if possible.

## **14. TIME LIMIT**

14.1. The time limit for a race is two hours for the first boat in a class to sail the course and finish.

14.2. Boats failing to finish within 30 minutes after the first boat in the class sails the course and finishes will be scored according to Sailing Instruction 16 without a hearing. This changes RRS 35, 63.1, A4 and A5.

14.3. If the time limit in Sailing Instruction 14.2 has expired for a class, the race committee may notify the boats that have not finished. If a boat has been notified that the time limit has expired, she shall immediately return to the starting area to prepare for the start of the next race. If no more races will be sailed for the day, she shall immediately clear the course.

## **15. PROTESTS**

15.1. A boat intending to protest shall attempt to notify the finish line race committee boat of its intent to protest and identify the protested boat at the first reasonable opportunity. A boat may notify the race committee by sailing by the finish line race committee boat and stating its intention to protest or by using VHF radio on Channel 68. This changes RRS 61.

15.2. Protests and requests for redress or reopening shall be written and delivered to the protest committee chairperson within the protest time limit, which ends 30 minutes after the race committee signal boat docks.

15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of the time and location of hearings in which they are parties or named as witnesses.

15.4. Protests will then be heard as soon as possible, in approximately the order of receipt.

## **16. SCORING**

16.1. One race is required to be completed to constitute a series.

16.2. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.

16.3. There will be NO HANDICAP SCORING – ONLY ONE DESIGN.

16.4. A boat that did not finish within the required time after the first boat in her class finished and that was still racing when the time limit expired and not thereafter retiring, being penalized or given redress, will be scored points for the finishing place equal to one more than the number of boats in the class that finished the race and not later retired or disqualified. The scoring abbreviation for such boats will be TLX (did not finish due to time limit expiring). This changes RRS A4, A5, and A11.

16.5. A boat that did not start (DNC, DNS, and OCS), did not finish (DNF) for any reason other than that in Sailing Instruction 16.4, or retires (RET) will be scored points for the finishing place equal to one more than the number of boats in the class that entered the regatta.

16.6. A boat that was disqualified (BFD, DSQ, DNE, and DGM) will be scored points for the finishing place equal to two more than the number of boats in the class that entered the regatta. This changes RRS A4.2.

## **17. COURTESY BROADCASTS**

17.1 The race committee may make periodic courtesy broadcasts by **VHF radio on Channel 68**.

Information reported is provided as a courtesy to the competitors and does not in any way alter the competitor's responsibility to observe the race committee's visual signals. Errors or omissions during these courtesy broadcasts will not be grounds for requesting redress. This changes RRS 62.1(a).

17.2 The race committee will only respond to hails or communications from a competitor in the event of an emergency, to acknowledge that a boat has retired from a race or for other valid reasons at the discretion of the race committee. Competitors should refrain from attempting to communicate with the race committee by radio.

**18. SAFETY REGULATIONS** – A boat that retires from a race shall notify the race committee as soon as possible.

**19. PRIZES** – Prizes will be awarded as indicated in the Notice of Race.

**20. DISCLAIMER OF LIABILITY** – Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Percy Priest Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Competitors agree that the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As an inducement to the race organizers to produce the regatta, each competitor agrees that by participating in this event each competitor is deemed to have waived all claims against and released the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law and is deemed to have warranted that he has obtained this same release of the race organizers by each crew member.

**21. INSURANCE** – Each participating boat shall be insured by its owner with valid third-party liability insurance.

# Attachment A

## Marks and Courses

### A 1. MARKS

- A 1.1. The starting marks will be the race committee signal boat at the starboard end and an orange tetrahedron at the port end.
- A 1.2. The windward mark and leeward mark (or leeward gate marks) will be yellow tetrahedrons.
- A 1.3. The optional offset mark, "O", will be a green cylinder.
- A 1.4. The finishing marks will be the race committee signal boat at one end and an orange tetrahedron at the other end. The orange tetrahedron will be placed on the race committee signal boat's port side.
- A 1.5. The optional mark in Sailing Instruction 10.3 may be any shape or color.

### A 2. COURSES

- A 2.1. All courses will be windward/leeward and will use a course designation that indicates the number of legs. A leg is defined as any of the following:
- the distance between the starting line and the windward mark,
  - the distance between the windward mark and the leeward mark (or leeward gate),
  - the distance between the leeward mark (or leeward gate) and the windward mark, or
  - the distance between the last mark of the course and the finishing line.
- If the optional windward offset mark described in A 2.2 is used, the distance between the windward mark and the windward offset mark is not a separate leg.
- Examples of course designations are as follows:
- A windward/leeward course has two legs: its course designation is "2".
  - A windward/leeward/windward course has three legs: its course designation is "3".
  - A windward/leeward/windward/leeward course has four legs: its course designation is "4".
  - A windward/leeward/windward/leeward/windward course has five legs: its course designation is "5".
  - Courses with an odd number designation will always have a windward finish. Courses with an even number designation will always have a leeward finish.
  - Additional courses may be used by designating the appropriate number of legs ("6", "7", etc.).
- A 2.2. All courses may utilize an optional windward offset mark, which will be shown on the course board as "O" after the course designation. If a course uses a windward offset mark, there will be two windward marks. Boats must pass both marks by leaving them to port.
- A 2.3. All courses may utilize an optional leeward gate, which will be shown on the course board as "G" after the course designation. If a course uses a leeward gate, there will be two leeward marks comprising the gate. Each boat must pass between the two leeward gate marks (through the gate) from the direction of the previous mark and round either of the gate marks.
- A 2.4. The starting mark, windward mark and optional windward offset mark shall be left to port. For courses with an upwind finish, the finishing mark shall be left to port. For courses with a downwind finish, the finishing mark shall be left to starboard. If a single leeward mark is used (no leeward gate), the leeward mark shall also be left to port. For courses where the starting and finishing lines are below the leeward mark (or leeward gate), the leeward mark (or leeward gate) is not a mark of the course on the starting leg or finishing leg and it may be left on either side on those legs.
- A 2.5. The starting line and finishing line will be the same line. The starting mark and finishing mark will be the same mark.
- A 2.6. The approximate magnetic bearing to the first mark will be indicated on the course board following the "@" symbol.
- A 2.7. Course Examples:
- "2 @180" is a course with two legs: a windward leg and a leeward leg. The first mark is at approximately 180 degrees. There is no windward offset mark or leeward gate.
  - "2O @180" is the same as a "2" course, except there is also a windward offset mark.
  - "3 @275" is a course with three legs: a windward leg, a leeward leg and a final windward leg. The first mark is at approximately 275 degrees. There is no windward offset mark or leeward gate.
  - "3O @275" is the same as a "3" course, except there is also a windward offset mark.
  - "4 @10" is a course with four legs: a windward leg, a leeward leg, another windward leg and a final leeward leg. The first mark is at approximately 10 degrees. There is no windward offset mark or leeward gate.
  - "4O @10" is the same as a "4" course, except there is also a windward offset mark.

- "4OG @10" is the same as a "4O" course, except there is also a leeward gate.
- "5 @300" is a course with five legs: a windward leg, a leeward leg, another windward leg, another leeward leg, and a final windward leg. The first mark is at approximately 300 degrees. There is no windward offset mark or leeward gate.
- "5O @300" is the same as a "5" course, except there is also a windward offset mark.
- "5OG @300" is the same as a "5O" course, except there is also a leeward gate.
- Other courses that are not indicated here may be used by using the appropriate course designation.

A 2.8. The course designation will be displayed on the starboard side of the race committee signal boat before the warning signal of each class. Courses may be different for each class and each race. Boats should check the course designation immediately after their warning signal for each race.

#### **DIAGRAM 1–Course Designation Example**

**4O @10**

In this example, the course is 4O (4 legs with a windward offset mark). The windward mark is at an approximate bearing of 10° from the race committee boat.

# Attachment A (continued) – Course Diagram Examples

The following course diagrams are examples of only some of the courses that may be used.  
Please read the written course descriptions for examples of other courses.

