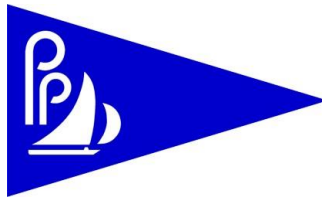


# Percy Priest Yacht Club



## Equalizer Regatta Sailing Instructions

### 1. RULES

- 1.0. The [COVID-19 Policies](#) posted on [www.PPYC.org](http://www.PPYC.org) website shall be adhered to by all participants.
- 1.1. The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. ISAF Regulation 22, ISAF Sailor Classification Code, will apply to the S2 7.9 class for purposes of awarding trophies.
- 1.3. Changes will be made to the following RRS: 29.1 (Individual Recalls), 33 (Changing the Next Leg of the Course), 35 (Time Limit and Scores), 44.1 (Taking a Penalty), 61 (Protest Requirements), 62.1(a) and 62.2 (Redress), 63.1 (Requirement for a Hearing), 66 (Reopening a Hearing), A2 (Series Scores), A4 (Low Point System), A5 (Scores Determined by the Race Committee), A11 (Scoring Abbreviations), and Race Signal AP (Postponement).
- 1.4. 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.
- 1.5. For the S2 7.9 class, class rule 3.6.1. is changed so that there is no maximum crew weight.
- 1.6. All other class rules for all classes, including measurement and weight rules, will apply. A boat or equipment may be inspected at any time for compliance with class rules.

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

### 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 p.m.) 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

- 5.0. 10:00am - Skippers meeting will be conducted via audio on Marine Channel 68. **This modifies the manner in which the Skipper's meeting is conducted from what was stated in the Notice of Race.**
- 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 unless a change has been posted. The Notice of Race will be posted on the official notice board.
- 5.2. It is the intention of the race committee to run a maximum of five races on any given day.
- 5.3. At the option of the race committee, 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. Classes will be as defined in the Notice of Race.
- 6.2. A class flag will be a unique color, pattern, shape or class logo or emblem. A description of each class flag will be posted on the official notice board.
- 6.3. Reminder – as stated in the preamble to Race Signals, "When a visual signal is displayed over a class flag, the signal applies only to that class."

**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. The starting order for the classes will be posted on the official notice board.

- 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 boat. A boat shall not pass between the trailing mark and the race committee boat. A boat shall not touch the trailing mark while racing.
- 10.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.
- 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 will attempt to hail the sail numbers of the recalled boats by VHF radio on Channel 68. 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 a blue flag on the race committee signal boat at the starboard end and the course side of the port-end finishing mark.
- 13.2. Boats that have finished shall avoid the finishing area if possible.

#### **14. PENALTY SYSTEM**

- 14.1. For classes other than the S2 7.9 class, RRS 44.1 will apply.
- 14.2. RRS 44.1 will apply when an incident is between a boat in the S2 7.9 class and a boat in another class.
- 14.3. If all boats involved in an incident are in the S2 7.9 class, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty, except for incidents between boats

- (a) prior to the starting signal,
- (b) when there is contact, or
- (c) when at least one of them is in the *zone* of a mark that has a required side on the leg being sailed, and the mark is a rounding mark, a gate mark, or a finishing mark.

For incidents described in 14.3 (a), (b) and (c), the Two-Turns Penalty remains in effect.

#### **15. TIME LIMIT**

- 15.1. The time limit for a race is two hours for the first boat in a class to sail the course and finish.
- 15.2. 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 17 without a hearing. This changes RRS 35, 63.1, A4 and A5.
- 15.3. If the time limit in Sailing Instruction 15.2 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.

#### **16. PROTESTS**

- 16.1. Protests shall be in writing. Forms are available at the clubhouse. Protests, request for redress or reopening shall be delivered to the protest committee representative within the appropriate time limit. The protest time limit will begin when the RC Signal Boat docks and end 45 minutes later. The RC Signal Boat will make a sound signal upon docking.
- 16.2. Protests will be heard in approximately the order of receipt as soon as possible in the clubhouse.
- 16.3. The race committee will post a list of penalties being assigned by the race committee prior to the end of protest time limit. The deadline for requesting redress based on these scores will be either 30 minutes after posting of the penalty notice or the protest time limit, whichever is later. This changes RRS 62.2.
- 16.4. Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses
- 16.5. On the last day of the regatta, a request for reopening a hearing shall be delivered (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.

16.6. On the last scheduled day of racing, a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted, changing RRS 62.2.

## **17. SCORING**

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

17.2. 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.

17.3. 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 TLE (did not finish due to time limit expiring). This changes RRS A4, A5 and A11.

17.4. A boat that did not start (DNC, DNS and OCS), did not finish (DNF) for any reason other than that in Sailing Instruction 17.3 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.

17.5. 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.

17.6. All other boats will be scored in accordance with RRS A4.1, A4.2 and A5.

**18. COURTESY BROADCASTS** – The race committee may make periodic courtesy broadcasts by VHF radio on Channel 68. Information given 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).

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

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

**21. 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.**

**22. 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 the starboard end and a yellow cylinder at the port end.
- 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 have 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 and its course designation is "2".
  - A windward/leeward/windward/leeward course has four legs and its course designation is "4".
  - Additional courses may be used by designating the appropriate number of legs ("6", etc.).
  - Courses will always have a leeward finish unless shortened at the windward mark.
- A 2.2. At the option of the race committee, courses may use a windward offset mark. If used, the windward offset mark 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. At the option of the race committee, courses may use a leeward gate. If used, the leeward gate 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 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 separate lines on opposite sides of the race committee signal boat.
- 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.
  - "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.
  - 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 signal boat.

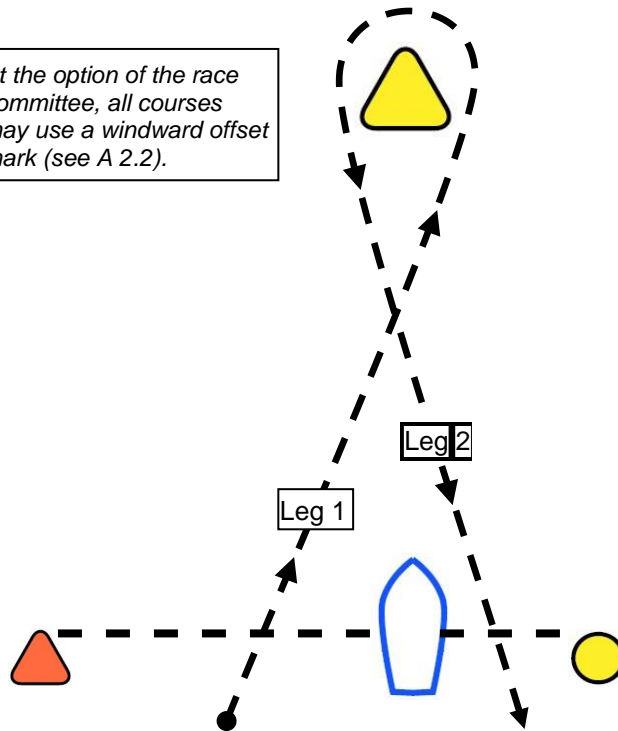
# Attachment A (continued) - Course Diagram Examples

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.

## Course 2

At the option of the race committee, all courses may use a windward offset mark (see A 2.2).



## Course 40

At the option of the race committee, all courses may use a windward offset mark (see A 2.2).

At the option of the race committee, all courses may use a leeward gate instead of a single leeward mark (see A 2.3).

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 (see A 2.4).

