



Supplementary Sailing Instructions

93rd Annual Regatta April 23rd-24th, 2022

PORTSMOUTH FLEETS

Described below are the changes to the standard Sailing Instructions as laid out in US Sailing RRS2021-2024 in Appendix S and local instructions are required, further to the Notice of Race for the event.

Organizing Authority: Fort Worth Boat Club

1. RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.

1.2 Competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment (code flag Y need not be displayed). This Changes RRS Rule 40. Failure to do so, will result in a DNS without the option for redress.

1.3 Class rules requiring competitors to be members of the Class Association do not apply. This changes RS Aero Class Rule C3.2.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any changes to these Sailing Instructions will be posted on the Official Notice Board no later than 15 minutes after the Skippers Meeting.

2.2 Any changes to the Schedule of Races will be posted no later than 08:00 AM Central Time prior to that day's events

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board.

4. CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from Race Officials.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the flagpole on the water front to the south of the club office complex.

5.2 Code flag “AP” (postponement) is signalled ashore, “one minute” is replaced with “not less than 30 minutes” in the Race Signal AP. This modifies “Race Signals”.

5.3 Code Y Flag All competitors are required to be wearing PFDs before leaving the harbor.

6. SCHEDULE OF RACES

6.1 Weekend Schedule

SATURDAY APRIL 23

Time	Event
0800 - 0915	Check In and complimentary breakfast for competitors
0930	Skippers Meeting
1045	Warning signal for first race - other races to follow at discretion of Race Committee
Lunch	Time at the discretion of the PRO
Afternoon Races	Warning signal time to be announced by PRO during lunch
1600	No start signals after
After Racing	Complimentary Beer
1800	Cowtown Stampede Party, Live Music and Barbbque

SUNDAY APRIL 24

Time	Event
0800 - 0900	Check In and complimentary breakfast for competitors
0930	Warning signal for first race - other races to follow at discretion of Race Committee
1400	No more racing - Time limit for final race start signal
After racing	Awards and Regatta Closing Ceremony

1600	No start signals after
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6.2 Six races are scheduled to be held, subject to weather and/or daylight conditions

7. CLASS FLAGS

7.1 The class flag for each class is as follows:

RS Aero Fleet – Numeral 1 Pennant

FJ Fleet – Numeral 2 Pennant

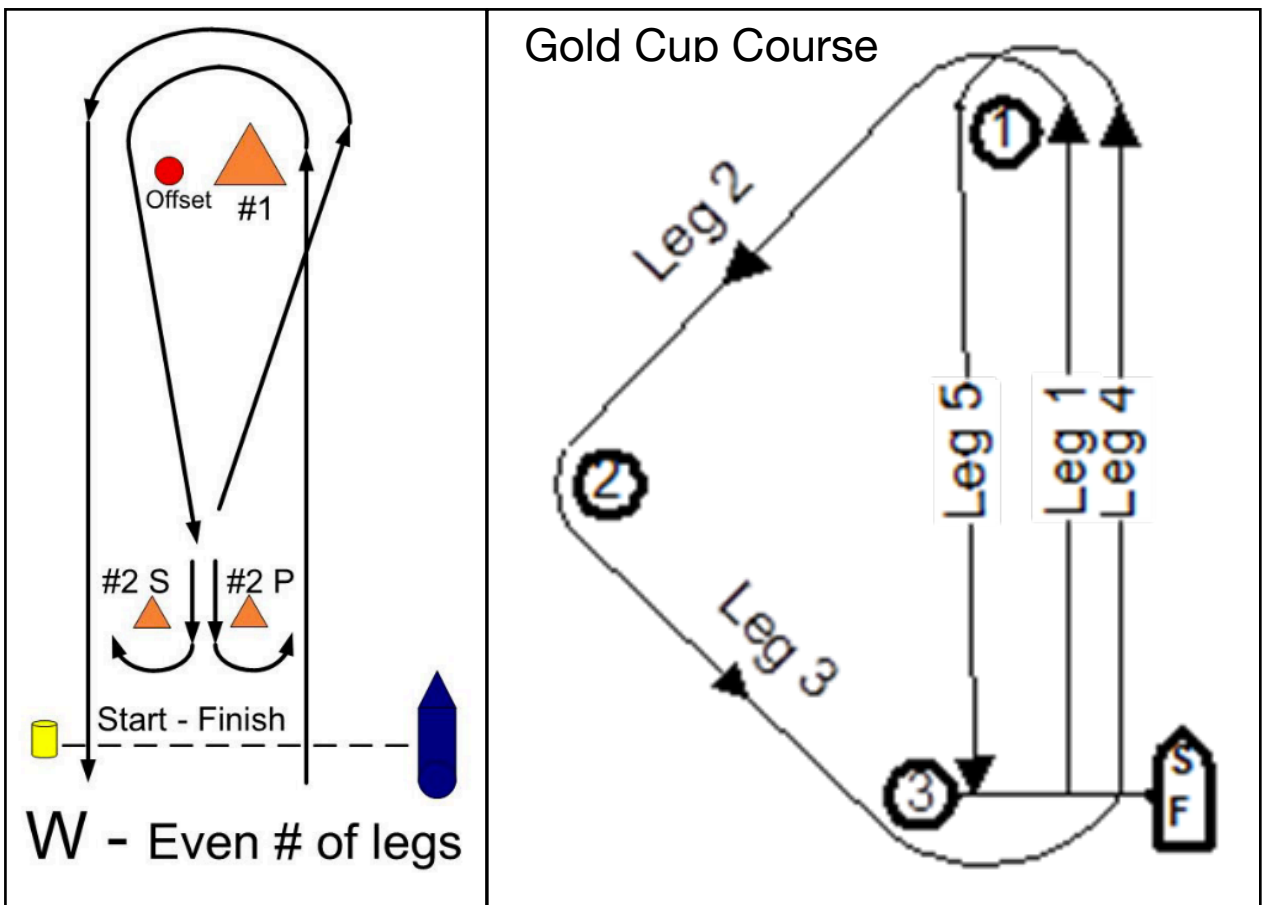
8. RACING AREA

8.1 The racing area is Eagle Mountain Lake in Fort Worth, Texas.



9. COURSES

9.1 The following diagrams show the courses, including the order in which marks are to be passed and the side on which each mark is to be left. Any changes to the number of legs will be announced on the water by the PRO.



9.2 The course being sailed (and for W courses the number of laps) for the race will be displayed on the Starboard side of the Race Committee boat. It is the sailor's responsibility to verify the course (and for W courses the number of laps) prior to the start of each race.

10. OBSTRUCTIONS

10.1 No obstructions have been noted for the racing area being used.

10.2 Note that the pumping station on the west shore of Eagle Mountain Lake sailing inside the Keep Clear marks is out of bounds.

11. MARKS

11.1 Marks will be as follows

Windward Mark: - orange sphere

Offset Mark / Jibe Mark: - orange sphere

Gate Marks: - orange spheres

Start/Finish Line Mark: - red sphere and the Race Committee boat's start/finish flag

12. CHECK-IN

12.1 Before leaving competitors must scan in their ID card with the shore control to confirm that they are racing before launching.

12.2 Before the Warning Signal of the first race of the day, each boat will sail past the stern of the RC boat, on starboard tack, and hail her sail number until acknowledged by the RC.

12.3 On returning to shore after racing or retiring, the competitor must scan their ID card with shore control to confirm that they have returned safely.

12.3 Only the RC may protest alleged breaches of this sailing instruction

13. THE START

13.1 Races will be started using RRS 26. The warning signal will be made 3 minutes before the starting signal. The starting signal for one fleet will be coincident with the warning signal for the next (rolling starts).

13.2 As a courtesy, 15 seconds before the warning signal for Start 1 of each race there will be a series of short repetitive sound signals to alert competitors that a starting sequence is about to begin

13.3 The Preparatory Signal shall be made with either of the P, Z, Z/I, or I flags.



13.4 The normal starting order is as follows, unless modified by the PRO:

Start 1 – RS Aero Fleet

Start 2 – FJ Fleet

13.5 The starting order may be changed by the PRO while on the water and will be displayed on the Race Committee boat's course board.

13.6 The starting line will be between a staff displaying an orange flag on the RC boat and a start/finish mark on the port side of the RC boat.

13.7 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

13.8 Boat classes whose warning signal has not been made shall avoid the starting line area during the starting sequence of other classes.

14. CHANGE OF THE NEXT LEG OF THE COURSE

14.1 To change the next leg of the course, the Race Committee will move the original mark or the finishing line to a new position and signal flag "C" will be displayed from the RC boat.

15. THE FINISH

15.1 The finishing line shall be between a staff displaying a blue flag on the RC boat and a start/finish mark on the port side of the RC boat.

15.2 Code flag "A" displayed while boats are finishing, means "no more racing today."

16. PENALTY SYSTEM

16.1 Appendix P, Special Procedures for Rule 42, will apply and is changed as follows:

- In P2.1, First Penalty, the word "First" is deleted.
- P2.2 and P2.3 are deleted in their entirety.

16.2 The alternative penalties of RRS Appendices V1 will apply (two-turn penalty replaced with a one-turn penalty except in the zone around turning marks).

17. TIME LIMITS

17.1 The Finishing Window shall be 10 minutes and is defined as the time for boats to finish after the first boat of their class sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A4, A5 and A10.

18. HEARING REQUESTS

18.1 Appendix T (Arbitration) will be in effect

18.2 Protests and requests for redress shall be delivered to the Protest Committee within 15 minutes after the RC boat docks after the last race of the day. Hearings will be held as soon as possible after the last race.

18.3 Protest Forms will be available in an envelope placed on the Official Notice Board.

18.4 Hearings will be held as soon as possible, but no earlier than 30 minutes after the RC boat docks after the last race of the day.

19. SCORING

19.1 One completed race is required to constitute a regatta.

19.2 The low point scoring system, RRS Appendix A2, shall apply.

19.3 When fewer than (5) five races have been completed, a boat's series score will be the total of her race scores.

19.4 When (5) five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19.5 The Corrected Finish Times of each race for RS Aero Fleet shall be calculated using the following RYA 2022 Portsmouth Yardstick numbers:

RS Aero 5 = 1136

RS Aero 7 = 1065

RS Aero 9 = 1014

The Corrected Finish Times shall be calculated by using the formula: Corrected Finish Time = Finish Time/Portsmouth Yardstick x 1000.

19.6 RS Aero Class Rule H3.2 shall be in effect: A competitor may use a rig size and sail which is smaller, but not larger, than stipulated when finalizing their registration on-site without disqualification. The competitor's scoring however shall always be calculated as that for the rig size which was stipulated at on-site registration.



19.7 Three or more boats of a class are required in a race for scores to be obtained for that class.

20. SAFETY REGULATIONS

20.1 A boat that retires from a race shall notify the PRO at the first reasonable opportunity.

20.2 In the event the RC boat pulls anchor to assist in a safety situation, the then current race shall be considered abandoned and signal flag “N” will be displayed on the RC boat at the earliest opportunity after the safety situation is resolved.

21. REPLACEMENT OF CREW OR EQUIPMENT

21.1 Substitution of competitors after check-in is not allowed without prior approval of the PRO.

21.2 Substitution of damaged or lost equipment during racing is not allowed unless authorized by the PRO. Requests for substitution shall be made to the PRO at the first reasonable opportunity, which may be after the race.

22. BOATS

22.1 For the Aero Fleet - All boats shall comply with the current International RS Aero Class Association’s Class Rules.

22.2 For the Aero Fleet - Only the Optional and Electronic equipment as specified in RS Aero Class Rules C5.1 and C5.2 may be used at the competitor’s choosing.

23. RISK STATEMENT

23.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**



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