



2023 Spring Series

March 25, April 1, & April 29, 2023

The Houston Yacht Club
3620 Miramar Drive, Shoreacres, TX 77571

(281) 471-1255

SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing.
- 1.2 Competitors and support persons shall comply with any reasonable request from event officials.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Oral changes to the sailing instruction may be given on the water. Race Signal L will be displayed and all boats shall come within hail. Notification of the changes will be given to, and acknowledgement received from, each boat.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the breezeway adjacent to the HYC Office. Notices may also be posted at www.regattanetwork.com/event/25974#newsroom when time permits.
- 3.2 On the water, the race committee intends to communicate with competitors on VHF Channel 68.
- 3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at Houston Yacht Club.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

5. SCHEDULE OF RACES

- 5.1 Saturday, Mar 25th
 - a. 1200 Competitor Briefing HYC Beachcomber
 - b. 1300 First Warning Signal
 - c. 1530 No Warning Signal after 1530 hrs.
- 5.2 Saturday, Apr. 1st
 - a. 1200 Competitor Briefing HYC Beachcomber
 - b. 1300 First Warning Signal
 - c. 1530 No Warning Signal after 1530 hrs.
- 5.3 Saturday Apr. 29th
 - a. 1200 Competitor Briefing HYC Beachcomber
 - b. 1300 First Warning Signal
 - c. 1530 No Warning Signal after 1530 hrs.

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- 5.4 Up to three (3) races are planned for each day of racing.
- 5.5 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6. CLASS FLAGS

Class	Warning/Start Flag
PHRF, Non-Spin	Pink Flag
PHRF, Spinnaker	Green Flag
J-24	J-24 Class Flag: Lt. Blue w/Blue
J-22	J-22 Class Flag: Orange w/Blue
Ensign	Ensign Class Flag: White w/Red
Sunfish	Purple Flag

7. RACING AREA

The racing area is shown in Attachment A and identifies the approximate location of the intended race area.

8. [NP] CHECK IN

Prior to the warning for the first race of each day, each boat shall check-in with, and be recognized by, the Race Committee (R/C) Signal Boat displaying the code Flag "L," by passing close astern, on starboard tack and hailing her sail number.

9. COURSES

- 9.1 The diagrams in Attachment B and Attachment C show the courses to be sailed.
- 9.2 No later than the warning signal, the Race Committee Signal boat will display a numeral pennant indicating the number of laps to be sailed.
- 9.3 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.
- 9.4 All marks shall be rounded leaving the mark to port.
- 9.5 One-Design Classes are sailing the "L" courses, designated L1, L2, or L3 (See attachment B).
- 9.6 All PHRF classes are sailing the "LW" courses, designated LW1, LW2, or LW3 (See attachment C).

10. MARKS

- 10.1 For all courses, the windward mark is a yellow tetrahedron without an offset.
- 10.2 For courses L2 and L3, the leeward mark is the orange starting pin (See attachment B).
- 10.3 For courses LW1, LW2, and LW3, the leeward mark is a yellow tetrahedron (See attachment C).

11. OBSTRUCTIONS

- 11.1 Boats shall not enter any Ship Channel while racing. Ship Channels are designated as obstructions.
- 11.2 For courses LW1, LW2, and LW3, the start/finish line is an obstruction, except when starting or finishing.

12. THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 12.2 The starting line will be between a staff displaying an orange flag from the signal boat on the starboard end and an orange mark or floating shape at the port end, (Mark S).
- 12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

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- 12.4 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 redress. This changes RRS 62.1(a).
- 12.5 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the Race Committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 13.2 For all classes the change mark is an orange tetrahedron.

14. THE FINISH

- 14.1 The Finish Line will be a staff displaying a blue flag on the Race Committee boat and Mark S (the Starting Pin). All finishes are on the port side of the Race Committee boat.
- 14.2 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.
- 14.3 Boats in the PHRF fleets and sailing the LW courses will finish to windward, (See Attachment C).

15. PENALTY SYSTEM

- 15.1 **PENALTY AT THE TIME OF AN INCIDENT** (*RRS Appendix V1*).
The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.' This changes RRS 44.1
- 15.2 **POST-RACE PENALTIES** (*RRS Appendix V2*)
 - a. Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
 - b. A Post-Race Penalty is a 30% Scoring Penalty calculated as: 30% of the score for Did Not Finish, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish. However, rule 44.1(a) applies.
 - c. A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

16. TIME LIMITS AND TARGET TIMES

- 16.1 The Mark 1 Time Limit time limit is 45 minutes.
- 16.2 For courses L1, L2, and L3, the Race Time Limit (see RRS 35) is 90 minutes.
- 16.3 For courses LW1, LW2, and LW3, the Race Time Limit (see RRS 35) is 120 minutes.
- 16.4 For all courses, the Finishing Window 20 minutes.
- 16.5 If no boat in a class has passed the first mark within the Mark 1 Time Limit, the race will be abandoned for that class.
- 16.6 The Finishing Window is the time for boats to finish after the first boat in a 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. A boat scored

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TLE shall be scored points for the finishing place one (1) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

16.7 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17. HEARING REQUESTS

- 17.1 Intent to protest shall be signaled in accordance with RRS 61.1. The protesting boat shall also notify the Race Committee at the first reasonable opportunity and be acknowledged before leaving the finish area. This changes RRS 61.1.
- 17.2 Protests shall be written on forms available at the office of the Houston Yacht Club and delivered there within sixty (60) minutes following the arrival in the harbor of the Race Committee boat. This time will be posted on the "HYC Race Information" official notice board. This changes RRS Appendix S13.2.
- 17.3 The times and locations of the protest hearings, along with the names of the boats involved will be posted on the "HYC Race Information" official notice board at the entrance to the breezeway adjacent to the offices of The Houston Yacht Club no later than thirty (30) minutes after the protest time period.
- 17.4 For the purpose of meeting obligations under US Sailing prescriptions concerning redress, notification of a redress hearing shall be by posting on the official notice board for thirty (30) minutes. The requirement for written requests for attendance of the hearing will be satisfied by a signup sheet at the official protest table. No more than one person per boat may attend. No request for reopening a hearing will be accepted 30 minutes after a protest committee decision has been posted on the "HYC Race Information" official notice board. This changes RRS 62.2.
- 17.5 As a courtesy, the Protest Committee will attempt to notify the parties to a protest hearing or a redress hearing by telephone at the telephone number provided online on Regatta Network upon registration.

18. SCORING

- 18.1 The scoring system is in accordance with Appendix A of the RRS.
- 18.2 One (1) race is required to be completed to constitute a series.
- 18.3 When six (6) or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 18.4 Rule A5.3 applies.

19. SAFETY REGULATIONS

- 19.1 [DP] A boat that retires from a race shall notify the race committee on the water, or, if that is not possible, The Houston Yacht Club office by telephone: **281-471-1255**, or **VHF Channel 68**. Failure to comply with this requirement may result in disqualification from this regatta.
- 19.2 **DISCLAIMER OF LIABILITY:** Competitors participate in this regatta entirely at their own risk. See RRS 3, Decision to Race.

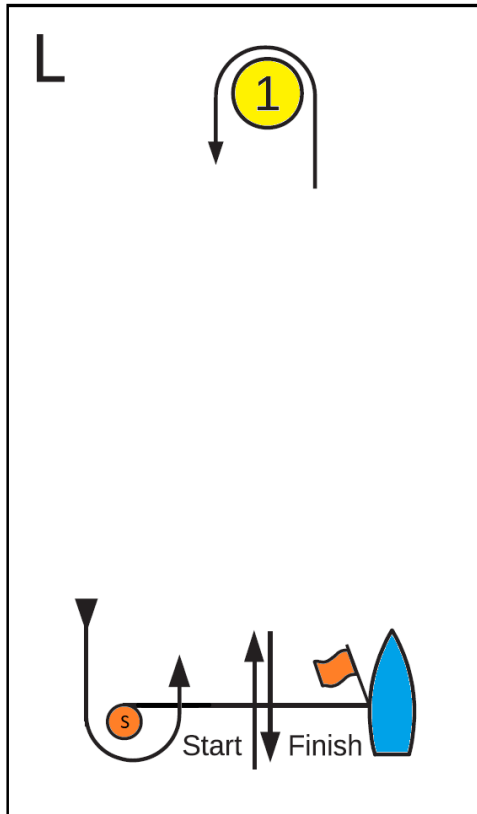
20. RISK STATEMENT

- 20.1 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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ATTACHMENT B: ONE DESIGN CLASSES

COURSE L – Windward/Leeward, Leeward Finish



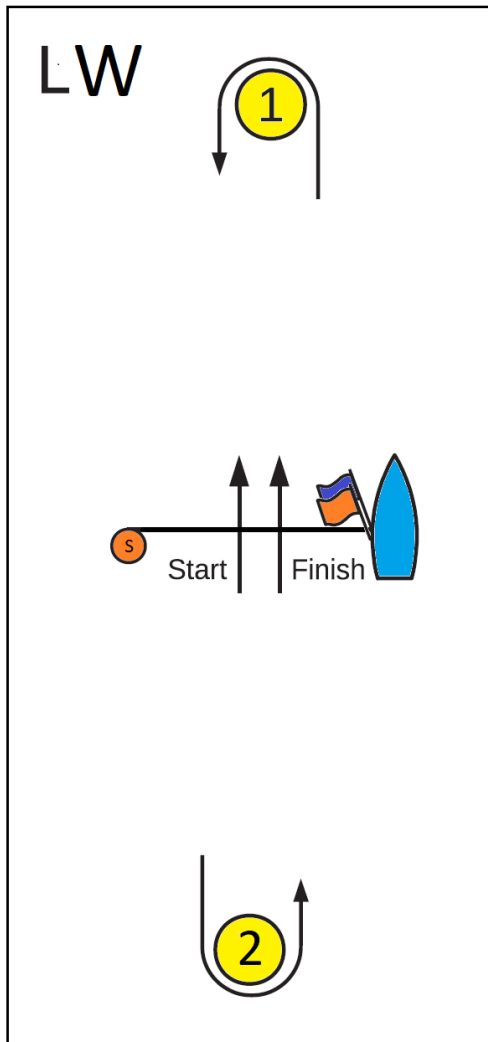
Course	Flag	Mark Rounding Order
L1	# 1	Start-1-Finish
L2	# 2	Start-1-S-1-Finish
L3	# 3	Start-1-S-1-S-1-Finish

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ATTACHMENT C: PHRF CLASSES

COURSE LW – Windward/Leeward with WINDWARD Finish

CLASSES: PHRF (Both)



CRS	Flag	Mark Rounding Order
LW1	# 1	Start-1-2-Finish
LW2	# 2	Start-1-2-1-2-Finish
LW3	# 3	Start-1-2-1-2-1-2-Finish

IMPORTANT INFO:

LW courses, a boat cannot cross through the Start / Finish line except on the start or the finish.

The start / finish line is an obstruction and considered a "poisoned line" that cannot be "unwound".