

2025 Galen Freeman One Design Regatta

Percy Priest Yacht Club, May 17 & 18, 2025

Hamilton Creek Marina, Percy Priest Lake

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. Class One Design rules will apply except
 - 1.2.1. For J22 boats, the combined crew weight restriction of class rule C.2.1.(a) will not apply.
 - 1.2.2. For the S2 7.9 class, class rule 3.6.1. is changed so that there is no maximum crew weight.
- 1.3. The prescriptions of RRS 63.2 will not apply.
- 1.4. 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".
- 1.5. When code flag "AP" is displayed ashore, RRS Race Signals is changed to read "The warning signal will be made not less than 30 minutes after removal unless the race is postponed again or abandoned." . "
- 1.6. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.7. 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),
 - 61 (Protest Requirements),
 - 62.1(a) (Redress),
 - A2 (Series Scores),
 - A4 (Low Point System),
 - A5 (Scores Determined by the Race Committee),
 - A11 (Scoring Abbreviations), and Race Signal AP (Postponement).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to these Sailing Instructions will be posted on the official notice board.
- 2.2. The schedule of races for the first day's races will not be changed.
- 2.3. 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.
- 2.4. 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.

- 2.5. Changes to a Sailing Instruction may be made on the water by hailing competitors on VHF channel 68 and/or displaying the "L" flag on the RC Signal boat.
- 2.6. If a conflict exists between the Sailing Instructions and the Notice of Race, the Sailing Instructions will be the controlling document.

3. COMMUNICATIONS

- 3.1. Notices to competitors will be posted on the official notice board located on the club house windows overlooking the docks at Hamilton Creek Marina (North side of building).
- 3.2. On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 68. Failure to hear or understand a broadcast will not be grounds for redress.
- 3.3. While racing [From the first warning signal until the end of the last race of the day], 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.
- 3.4. 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).
- 3.5. 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.

4. SCHEDULE OF RACES

- 4.1. 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. 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 practical. To alert boats that another race will begin soon, flag "AP" may be displayed before a warning signal is displayed.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed from the race committee signal boat at the dock
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP Page of 1 36.

6. CLASS FLAGS

- 6.1. Two One Design Classes are anticipated
 - J22 boats constitute a single class
 - S2 7.9 boats constitute a single class

- 6.2. A class flag will be a unique color, pattern, shape, or class logo. 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

- 7.1. The racing area is determined by the courses used. All start lines will be within 3 miles of the Hamilton Creek Marina no wake buoys.
- 7.2. Actual courses and course length will be determined by the Race Committee based on the sailing conditions

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 classes for the first race will be posted on the official notice board. The starting order for subsequent races may be different depending on when classes are ready to start a new race.
- 10.2. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the starting mark at the port end.
- 10.3. The race committee may, no later than the warning signal, trail a mark from the stern of the race committee 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 before starting.
- 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 A5.1 and A5.2.

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1. 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.
- 11.2. 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 a Blue flag on the race committee signal boat's starboard side and the nearby finishing mark.

13.2. Boats that have finished shall avoid the finishing area

14. TIME LIMIT

14.1. The time limit for a race is 90 minutes for the first boat in a class to finish.

14.2. Boats in a class 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, A4 and A5.

14.3. If the time limit in Sailing Instruction 14.1 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. 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 45 minutes after the race committee 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 may 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 A.

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

- 16.4. A boat that did not start (DNC, DNS, and OCS), did not finish (DNF) for any reason other than that in Sailing Instruction 16.3, 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.
- 16.5. 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.
- 16.6. All other boats will be scored in accordance with RRS A4.1, A4.2, and A5.

17. SAFETY REGULATIONS

- 17.1. All boats shall carry safety equipment as required by local marine regulations
- 17.2. All boats shall carry a VHF radio
- 17.3. A boat that retires from a race shall notify the race committee as soon as possible.
- 17.4. Boats are required to check in by sailing astern on starboard tack, hailing their sail number to the Race Committee Signal Boat before the start of the first race each day and/or the first race following any postponement ashore.

18. PRIZES – Awards will be given to 1st, 2nd, 3rd, in each fleet.

19. 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.

20. 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 mark will be an orange tetrahedron.
- 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 mark will be an orange tetrahedron.
- 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: (a.) the distance between the starting line and the windward mark, (b.) the distance between the windward mark and the leeward mark (or leeward gate) or the leeward mark (or leeward gate) and the windward mark, or (c.) 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 use, 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, 8, 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.

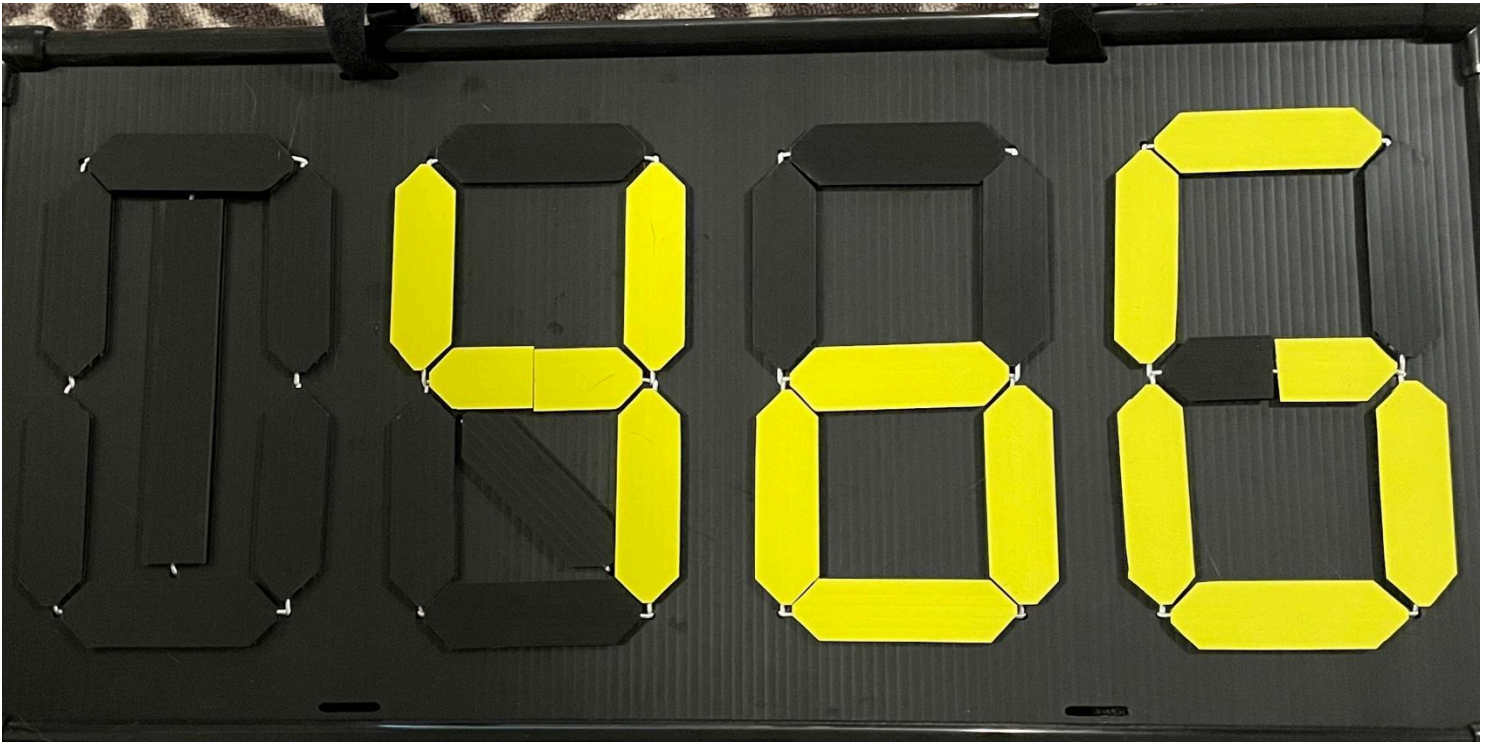
- A 2.4. The starting mark, windward mark and optional windward offset mark shall be left to port. For courses with an upwind finish, the finishing mark shall be left to port. For courses with a downwind finish, the finishing mark shall be left to starboard. If a single leeward mark is used (no leeward 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 and distance to the first mark will be indicated on the course boards as shown below:



A 2.7. Course Designations will indicate Number of legs (not laps) on left side as well as Offset (looks like a lower case o) or Gate (not to be confused with 6), if used, on the right side of the sign. See example below:



A 2.8. Course Examples:

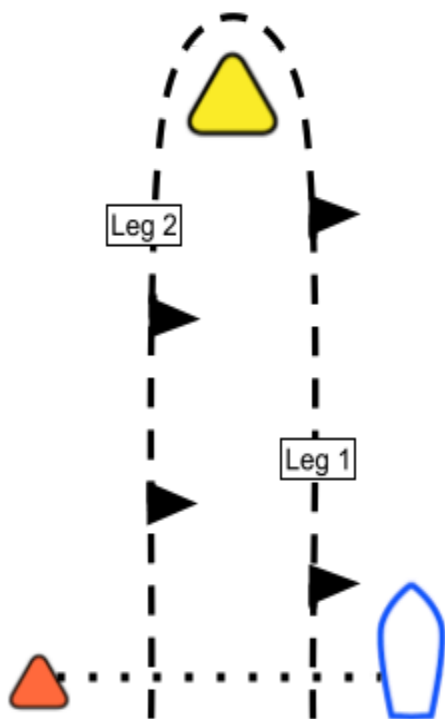
- From pictures above
 - A •.1. Windward mark is approximately 360 deg Magnetic at 1.2 NM
 - A •.2. 4 legs (not laps) with an Offset mark and Leeward Gate – (1) Windward leg, (2) Leeward leg, (3) Windward leg and finishing to (4) leeward. If o is displayed, there will be an Offset mark after the Windward mark. If G is present there will be a leeward gate.
- 2 alone would indicate 2 legs (1) Windward (2) Leeward to finish
- 3 with o would indicate three legs with Offset mark (no Gate) with (1) Windward, (2) leeward and finishing on a (3) windward leg
- 5 alone would indicate 5 legs, (1) windward leg, (2) leeward leg, (3) windward leg, (4) leeward leg and finishing to (5) windward
- See pictures below

A 2.9. The course designation will be displayed on the race committee 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.

Attachment A (continued) – Course Diagram Examples

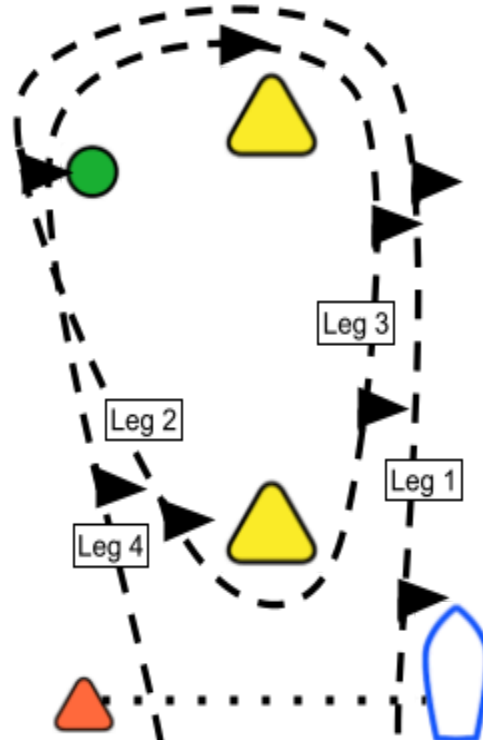
The following course diagrams are examples of only some of the courses that may be used.
Please read the written course descriptions for examples of other courses.

Course 2

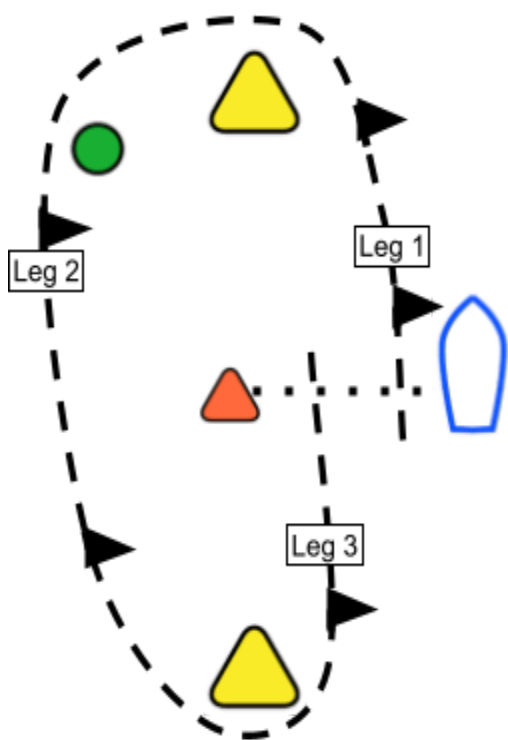


For courses where the starting and finishing lines are below the leeward mark (or leeward gate), the leeward mark (or leeward gate) is not a mark of the course on the starting leg or finishing leg and it may be left on either side on those legs (see A 2.4).

Course 40



Course 30



Course 5

