



2025 RS21 Women's Regatta
July 12-13

Organizing Authority: Bay Access
hosted by: Lakewood Yacht Club
2322 Lakewood Yacht Club Drive, Seabrook, TX 77586
(281) 474-2511 <http://www.lakewoodyachtclub.com>

SAILING INSTRUCTIONS

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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. RULES

- 1.1 The regatta shall be governed by the rules as defined in the *Racing Rules of Sailing*.
- 1.2 *The US Sailing Prescriptions* and the 2025 Galveston Bay Women's Championship Series, Notice of Series shall apply.
- 1.3 A woman shall helm and can have a mixed crew for this regatta.
- 1.4 There shall be a minimum of three crew, at least two (2) of which shall be female (including the helmsperson).

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 Changes to a sailing instruction may be made on the water by the display of the L Flag on the Signal Boat and displayed on a notice board located on the stern of the Signal Boat in accordance with RRS 90.2(c). Each competitor will sail past the Signal Boat on starboard tack and acknowledge the change.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://www.regattanetwork.com/event/29934>. Unofficial notices may also be posted on the glass entryway to the Lakewood clubhouse foyer from the pool area.
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on US Coast Guard required channels.
- 3.3 On the water, the race committee intends to communicate with competitors on VHF Channel 69.
- 3.4 [DP] While racing, except in an emergency, a boat that is racing 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 at the Lakewood Yacht Club flagpole.
- 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 The intended schedule is as follows:

Saturday, July 12

900-1100	Check-in
900-1200	Optional practice/Charterer certification
1230	Competitors Briefing
1300	Harbor Start
1330	First Warning Signal
Post-race	Informal debrief and social at LYC

Sunday, July 13

1000	Competitors Briefing
1030	Harbor Start
1100	First Warning Signal
1600	No Warning Signal after 1600
Post-race	Awards

Up to ten (10) races will be held.

5.2 Flag "A" (ALPHA) displayed with no sound while boats are finishing means "no more racing today".

6. CLASS FLAGS

The Class flag will be the RS21 flag.

7. RACING AREA

- 7.1 All races are expected to be held on Clear Lake near Lakewood Yacht Club, however, depending on conditions, racing may be held on Galveston Bay near the Clear Lake Channel.
- 7.2 The race area will be announced at the Competitors Briefing.

8. [NP] CHECK IN

- 8.1 Prior to the warning for the first race of each day, each boat shall check-in. Check-in means passing on starboard tack, close astern of the Race Committee Signal Boat and hailing her sail number until being recognized by the Race Committee.
- 8.2 Boats failing to check-in shall receive a 20% scoring penalty in the first race of the day, without a hearing, calculated as specified in accordance with RRS 44.3 (c). This modifies RRS 63.1 and A5.

9. COURSES

- 9.1 Addendum: *Course Diagram* shows the course, the order in which the marks are to be passed, and the side on which each mark is to be left.
- 9.2 No later than the warning signal, the race committee will designate the course and the approximate compass bearing of the first leg on the course board.
- 9.3 At the gate, if only one mark is present it shall be rounded leaving it to port. This changes RRS 34.

10. MARKS

- 10.1 Mark 1, 2S, and 2P are yellow tetrahedrons. Offsets are marks or floating shapes.

11. OBSTRUCTIONS

Boats shall not enter the Houston Ship Channel while racing. Ship channels are designated as obstructions.

12. THE START

- 12.1 Races will be started using RRS 26.

- 12.2 The starting line will be between a staff displaying an orange flag from the signal boat on the starboard end and a mark or floating shape at the port end.
- 12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other boats.
- 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 a request for redress. This changes RRS 61.4(b)(1).
- 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 35 and A5.1.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The change marks are orange tetrahedrons. Change Mark 1 will not have an offset.
- 13.2 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.

14. THE FINISH

The Finish Line will be between a staff displaying a blue flag on the Race Committee boat and a nearby floating shape.

15. PENALTY SYSTEM

- 15.1 The Scoring Penalty, RRS 44.3, shall not apply.
- 15.2 If a boat breaches RRS 44.1.b, as judged by the Protest Committee, and if the Protest Committee finds a breach of RRS 2 then LYC may immediately revoke the charter without refund and the charterer will remain responsible for all damages.
- 15.3 If a boat found by the Protest Committee to have broken RRS 14 and not been subsequently exonerated under RRS 43 then LYC may immediately revoke the charter without refund and the charterer will remain responsible for all damages. There will be zero tolerance on collisions.

16. TIME LIMITS AND TARGET TIMES

- 16.1 Time limits and target times are as follows:
 - Mark 1 Time Limit 40 minutes
 - Finishing Window 10 minutes
- 16.2 If no boat in a class has passed the first mark within the Mark 1 Time Limit, the race shall be abandoned for that class.
- 16.3 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, shall be scored DNF.
- 16.4 RRS A5.3 is in effect.

17. HEARING REQUESTS

- 17.1 A boat intending to protest does not need to display a red flag but shall hail protest and inform the Race Committee at the first reasonable opportunity after the end of the race in which the protested incident occurred and be acknowledged before leaving the finish area. This modifies RRS 60.2(a)(1). If this instruction is not followed, the protest will be found to be invalid. This changes RRS 61.3.
- 17.2 Intentions to protest and requests for redress shall be reported to the Signal boat no later than the preparatory signal for the next race or 10 minutes following the last boat finishing the last race of the day. This changes RRS 60.3 and 61.2.
- 17.3 Protests and requests for redress for alleged breaches of RRS Part 2 (except when damage occurred), RRS 31, RRS 42, or RRS 44 will be adjudicated by using Three Minute Justice on the dock after racing. Three Minute Justice system is described in Addendum *Three Minute Justice*. This changes RRS 60.3(a),

63.3, 63.4, 63.5, 63.6 (b), and 63.7. All other protests and requests for redress will be heard per the RRS and must be filed in writing no later than 1 hour after the Signal boat docks in the harbor following the last race of the day. Protest forms will be available at the RS21 dock and must be returned completed to the Fleet Manager or Principal Race Officer no later than the filing deadline.

- 17.4 Breakdown of a chartered boat shall be verbally reported to the Signal boat by the competitor at the earliest reasonable time which it can be done safely. Breakdowns may be reported using VHF. A boat shall continue to sail the race if it may do so safely. Addendum *Guidelines for Redress for Breakdowns* will be used as a guideline by the protest committee for any requests for redress due to breakdown.
- 17.5 Competitors who intend to protest are required to bring their own device for electronic communication in a hearing. Some of the judges are only accessible through phone or videoconference.

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 regatta.
- 18.3 When six (6) or more races have been completed, a boat's score is the total of her race scores excluding her worst score.

19. SAFETY REGULATIONS

- 19.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. If a boat retires but is unable to receive acknowledgment of its retirement from the Race Committee, the boat shall contact the LYC office at 281474-2511 at the first reasonable opportunity. Failure to comply with this requirement may result in disqualification from this regatta.
- 19.2 RRS 40 is in effect.

20. REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors is not allowed without prior written approval of the Race Committee.
- 20.2 Competitors shall report all damaged equipment to Race Committee at the first opportunity for repair.

21. DISCLAIMER OF LIABILITY

- 21.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The Organizing Authority and Lakewood 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.
- 21.2 The Skipper of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

22. FURTHER INFORMATION

For further information, please contact:

Principal Race Officer

Megan Larson – megan.larson.hyc@gmail.com

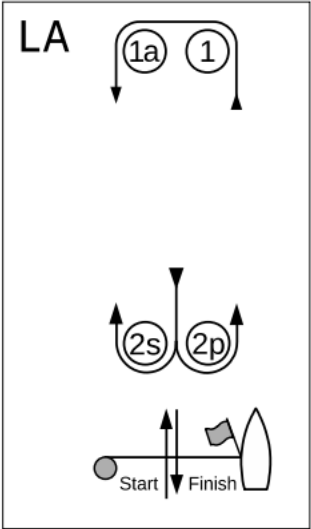
Regatta Chair

Meghan Mutlu – meghan.pesch@gmail.com

LYC RS21 Fleet Manager

Keamia Rasa Lucas – klucas@lakewoodyachtclub.com

ADDENDUM: COURSE DIAGRAM



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish

ADDENDUM: THREE MINUTE JUSTICE

The following system will be used to hear protests as required by the Sailing Instructions.

Procedures:

1. Protestee will be notified by the Fleet Manager or Race Committee they are being protested as soon as possible following completion of all races for the day. Hearing held immediately after all involved parties have returned to the dock and completed derigging, if possible.
2. Each party selects one competitor to constitute a protest committee, but (a) the competitor may not be from the same boat, and (b) a party cannot select the same competitor more than once per regatta. The Race Committee will designate a third protest committee member who will serve as the chairman.
3. The protestee and protestor will both state if they have any objections to the protest committee members. If a party has an objection to a committee member the other party has the opportunity to select a different competitor for the protestee committee. If a party still has an objection then the protest shall be filed in writing and submitted to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
4. At the outset of the hearing, the protest committee will establish validity and take action to continue if valid or close the hearing if not valid.
5. The parties each have one minute to present their case and answer any questions from the protest committee. Each party may have up to 30 seconds to ask questions of the other party. Questions must be asked all at one time and no follow up questions are allowed. Each party may have up to 30 seconds to respond to questions from the other party.
6. No witnesses are allowed unless requested by one or more members of the protest committee. This changes RRS 63.4(b) and 63.4(d). Only protest committee members may question witnesses.
7. If the protest committee finds that the protest involves infraction of rules other than those stated in the sailing instructions or that damage occurred, then the chairman will inform the protestor that Three Minute Justice does not apply. The protestor may file the protest in writing and submit to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
8. The protest committee has one minute to deliberate in private and decide the case. Following the decision of the protest committee it will inform the parties per RRS 63.6(a) and inform the race committee. However, RRS 63.6(b) will not apply. If a decision cannot be reached by the protest committee, then the protest must be filed in writing and submitted to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
9. A party may request that a Three Minute Justice hearing be reopened by stating their intent to request reopening immediately and filing a written protest with the chairman no later than 30 minutes following being informed of the decision. If a hearing is reopened Three Minute Justice will not apply and the protest will be heard in accordance with the RRS. The chairman will serve on the protest committee for the reopened hearing, but the nominated competitors will not serve on the protest committee. If a party requests to reopen a hearing and the original decision of the Three Minute Justice protest committee is upheld then the party requesting to reopen the hearing will receive an additional discretionary penalty for that race (in addition to disqualification if the boat has been disqualified from the race) equal to disqualification (DSQ) plus points equal to half the boats competing in the race in question. The boat's score for that race may not be excluded.

ADDENDUM: GUIDELINES FOR REDRESS FOR BREAKDOWNS

a) When a boat suffers a breakdown, the boat's crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. The fleet manager may require a damaged boat to retire if deemed that it is unsafe for the crew or that further damage may be incurred if the boat continues to race.

b) When a boat's score is made significantly worse by equipment failure clearly not the fault of the boat's crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, or by disablement or damage caused by an infringing boat, that boat may be awarded compensation. If there is doubt, it shall be presumed that the crew are not at fault.

c) Compensation for Breakdowns - When the Protest Committee grants a request for redress (See guidelines below); it shall use one of the following methods:

i) Unless (c)(ii) or (iii), below, apply, points shall be awarded as the boat's average score for all other races that day. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding .5 up. Such compensation may result in two boats having the same score.

ii) If the breakdown occurred at or near the finishing line and the boat's position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the broken down boat, such boats shall be scored as having finished behind the RDG boat.

iii) When method (c)(i), above clearly does not yield a fair scoring of a boat's performance in that race and (c)(ii), above, does not apply, the Protest Committee may award compensation that is more equitable for that boat.

d) If a boat breaks down and cannot be repaired or replaced in time for the subsequent race(s), the team assigned to that boat will be scored for all subsequent races which cannot be sailed, the boat's average score based on all other races that day.

GUIDELINES

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect relief when simple and preventable failures occur. The protest committee should take into account a situation in which a competitor legitimately did not have time to make the necessary inspections.

Tests for qualifying a breakdown for compensation should include:

1. Did a piece of equipment break?
2. If so, did a significant loss of finishing position result?
3. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
4. Was the equipment used in a reasonable or proper manner?

Compensation should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred should be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure for which compensation SHOULD BE considered, even though the equipment may still be serviceable, and even if the competitor made a visual inspection before the race:

1. Loss of a batten during a heavy-air race, if the competitor did not rig the sail;
2. Failure of a turning block or sheave;
3. Failure of bow sprit or inability to retract sprit which is not due to a collision;
4. Running aground within the race course on a shoal which has not been designated as an obstruction by the race committee or snagging fixed bottom fishing gear (i.e., crab trap) which has been properly marked.

Examples of equipment failure for which compensation SHOULD NOT BE awarded:

1. Failure of a halyard knot or the opening of a halyard shackle, if rigged by the competitor;
2. Torn spinnaker;
3. Outhauls or boom vang that disengage or slip;
4. Cotter pins, cotter rings ('ring dings') or fast pins that disengage because they were not taped prior to use;
5. Failure of a tiller universal.