

2025 RS21 North American Championship

October 4 & 5 2025

Organizing Authority: Bay Access Sailing Foundation

Hosted at Lakewood Yacht Club

2322 Lakewood Yacht Club Drive, Seabrook, TX 77586

(281) 474-2511 <http://www.lakewoodyachtclub.com>

SAILING INSTRUCTIONS

The notation '[DP]' in a rule in the Sailing Instructions (SIS) means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than disqualification. The notation '[NP]' in a rule in the SIS means that a boat may not protest another boat for breaking that rule. This constitutes an amendment to RRS 60.1.

1. RULES

1.1. The RS21 Regatta is governed by the rules in **The Racing Rules of Sailing** (RRS).

1.2. Only [RS21 Class Association Rules \(2023\)](#) in Attachment 2 will apply (Class Rules). This constitutes an amendment to RRS 87.

1.2.1. A boat may protest another only for Class Rules listed in Attachment 2.

1.2.2. RS21 class membership is not required.

1.3. Supplied charter RS21s must adhere to Class Rule C.1.2 regarding supplied equipment, Lakewood Yacht Club Charter Agreement, and specific systems operation per RS21 Fleet Manager.

1.4. RRS 44.2 is amended: If Mark 1a is set, a boat may take a penalty for an incident near Mark 1 or on the leg to Mark 1a, as soon as possible after leaving the zone around Mark 1a. This modifies RRS 44.2.

1.5. If there is a discrepancy between the **Notice of Race** and these SIS, the SIS will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any changes to the SIs will be posted at least one hour before the warning signal on the day they take effect, except schedule changes, which will be posted by 20:00 the day before.

2.2. The Race Committee can change SIs on the water by displaying Flag L and announcing the updates via VHF radio to all competitors.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Official notices for competitors shall be posted on the designated noticeboard(s) situated adjacent to the RS21 dock.

3.2. The Race Committee will use VHF channel 69 to communicate with competitors. All boats must have a VHF radio able to monitor channel 69.

3.3. During a race, except in cases of emergency, a competing boat shall neither transmit nor receive voice or data communications unless such communications are accessible to all participating boats. [DP]

4. CODE OF CONDUCT

4.1. Competitors and support personnel are required to adhere to all reasonable directives issued by race officials. [NP]

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed on the LYC Clubhouse flagpole.

5.2. When flag **“AP”** is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in the race signal AP. This changes RRS **“Race Signals”**.

6. SCHEDULE OF RACES

6.1. Event Schedule:

Saturday, October 4

8:30–10:00	Competitor Registration and Check-In
10:00	Competitors Briefing
10:30	Harbor Start
11:30	First Warning Signal

Sunday, October 5

10:00	Competitors Briefing
10:30	Harbor Start
11:30	First Warning Signal
15:00	No Starts After
16:30	Awards presented after racing

6.2. When Flag Alpha is displayed without sound while boats are completing their races, it signifies that *“No further racing will take place today”*.

7. CLASS FLAGS

7.1. The RS21 flag will serve as the class flag.

8. RACING AREA

8.1. All races are intended to be held on Clear Lake or Galveston Bay.

8.2. The race area will be announced at the Competitors’ Briefing each morning.

9. COURSES

9.1. Attachment 1 illustrates the Race Course.

10. MARKS

10.1. Marks will be described at the Competitor's Briefing.

10.1. Marks will be described at the Competitor's Briefing.

11. OBSTRUCTIONS

11.1. The Clear Lake Channel in Clear Lake, as well as the Clear Creek and Houston Ship channels in Galveston Bay, are designated obstructions. The Race Committee may also identify shallow areas as obstructions by displaying flag L and announcing them via VHF radio.

12. CHECK-IN AND RETIREMENT

12.1 Before the warning signal for the first race of each day, every boat is required to check in with the Race Committee signal vessel located in the race area by passing astern and verbally stating its sail number until confirmation is received from the Race Committee.

12.2 Boats that retire from the race must promptly notify the Race Committee via VHF radio at the earliest reasonable opportunity.

13. THE START

13.1. Races will commence in accordance with RRS 26, with the warning signal being given five minutes prior to the starting signal.

13.2. The starting line is defined as the area between a staff displaying an orange flag on the Race Committee vessel and the course side of the starting mark.

13.3. If any part of a boat's hull is positioned on the course side of the starting line at the starting signal and that boat is identified, the Race Committee will use VHF radio to hail her sail or bow number. Not being hailed, not hearing the hail, or the sequence in which boats are hailed will not be considered grounds for a redress request. This modifies RRS 61.1(a).

13.4. A boat failing to start within 3 minutes of their signal will be scored "**Did Not Start**" without a hearing, per amended RRS A5.1 and A5.2.

14. CHANGE OF THE NEXT LEG OF THE COURSE

14.1. To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the old marks as soon as practical.

14.2. The Race Committee may make minor adjustments by moving the original marks to new locations (up to 10 degrees and 0.1 NM in length) to the course during a race without signaling a course change. This modifies RRS 33.

15. THE FINISH

15.1. The finish line is defined as the space between an orange flag on the Race Committee vessel and the course side of the finishing mark.

16. PENALTY SYSTEM

16.1. RRS 44.3, which refers to the Scoring Penalty, will not be applied.

16.2. If a boat breaches RRS 44.1.b and the Protest Committee also finds a violation of RRS 2, LYC may revoke the charter without refund, and the charterer is liable for all damages.

16.3. If the Protest Committee finds a boat has broken RRS 14 without exoneration under RRS 43, LYC may revoke the charter immediately without refund, leaving the charterer liable for all damages. Collisions will not be tolerated.

17. TIME LIMITS AND TARGET TIMES

17.1. The time allotted for the first vessel to arrive at the initial mark is 30 minutes. If no vessel reaches the first mark within this period, the race will be discontinued.

17.2. The race time limit is 75 minutes.

17.3. The **Finishing Window** refers to the period allocated for boats to complete the course after the first boat has finished, which lasts 15 minutes. Boats that do not finish within this timeframe, unless they retire, are penalized or receive redress, are scored as Time Limit Expired (TLE) without a hearing. A boat with a TLE score receives points equivalent to one more than the number of points awarded to the last boat finishing within the window. This modifies RRS 35, A5.1, A5.2, and A10.

18. HEARING AND REDRESS REQUESTS

18.1. A boat intending to protest does not need to display a **red flag**. This changes RRS 60.1(a)(1).

18.2. Protests and requests for redress must be submitted to the Race Committee signal vessel either prior to the warning signal of the next race or within ten minutes after the final boat has finished the last race of the day. This modifies RRS 60.2(a)(1).

18.3. Protests regarding alleged breaches of RRS Part 2 (unless damage occurred), RRS 31, RRS 42, or RRS 44 will be adjudicated by using the “Three Minute Justice” system on the dock after racing. Details of the “Three Minute Justice” system are provided in Attachment 3. This modifies RRS 60.1, 60.2, 61.1 and 63. All other protests and requests for redress will be heard according to the RRS and must be submitted in writing no later than one hour after the Race Committee signal vessel arrives at the dock in the harbor following the last race of the day. Protest forms are available at the RS21 dock and should be completed and returned to the Fleet Manager or Principal Race Officer before the filing deadline.

18.4. Video footage or photos from support, coach, or spectator boats cannot be used as protest evidence. This revises RRS 63.4.

18.5. Competitors must promptly and safely report any chartered boat breakdowns to the Race Committee, verbally or via VHF. Boats should continue racing if safe. The Protest Committee will use Attachment 4 as a guideline for redress requests related to breakdowns.

19. SCORING

19.1. The regatta shall be scored in accordance with Appendix A of the RRS.

19.2. One race is required to be completed to constitute a **series**.

19.3. When fewer than six (6) races have been completed, a boat’s series score is the total of her race scores. This changes RRS A2.1

19.4. 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. This changes RRS A2.1

20. SAFETY REGULATIONS

20.1. A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity. A boat which has retired and does not intend to race in any additional races shall return promptly to its designated berth. [DP]

20.2. All boats shall have on board one US Coast Guard approved personal flotation device (PFD) appropriate for the vessel per competitor on-board.

20.3. Each boat is required to have a functioning VHF radio on board that remains operational at all times.

20.4. If wind conditions exceed the level which the Race Committee determines may damage the boat or equipment, then boats must sail without spinnakers. The Race Committee will signal this condition by flying the **Bravo** flag and sounding one long signal before the race's warning signal. This requirement applies for the entire race and any following races that day until the **Bravo** flag is lowered with a long sound signal before a subsequent race's warning signal.

21. REPLACEMENT OF CREW OR EQUIPMENT

21.1. Substitution of competitors is not allowed without prior written approval of the Race Committee.

21.2. Competitors are required to promptly report any damaged equipment to the fleet support boat or Race Committee so that necessary repairs may be arranged at the earliest opportunity.

22. SUPPLIED BOATS

22.1. Boats will be supplied by the organizing authority or privately owned. Competitors chartering boats shall comply with all provisions of the RS21 Charter Manual - [\(<https://www.lycrs21.com/documents>\)](https://www.lycrs21.com/documents) and specific systems operation per RS21 Fleet Manager.

22.2. The penalty for not complying with any instructions of the RS21 Charter Manual or specific instructions of the RS21 Fleet Manager is disqualification from all races sailed in which the instruction was broken.

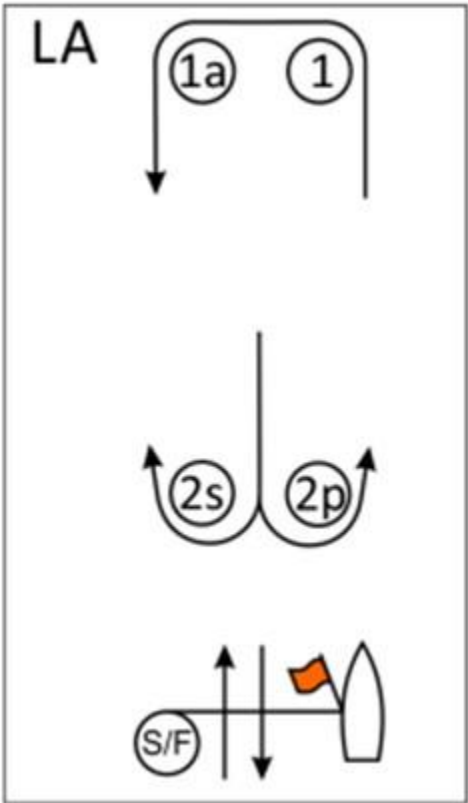
23. PRIZES




23.1. Prizes will be given to the top three finishers.

24. RISK STATEMENT

24.1. RRS 3 states: *"The responsibility for a boat's decision to participate in a race or to continue to race is there's alone."* By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The 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 injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

ATTACHMENT 1 – RACE COURSE



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

ATTACHMENT 2 - CLASS RULES

Only the following Class Rules apply (items not applicable with strikethrough text, items added by OA underlined>:

C.1.2 SUPPLIED EQUIPMENT

Where Boats and/or equipment is supplied to the entire fleet for a regatta series:

- (i) Competitors shall use the equipment as supplied.
- (ii) Removal or alteration of fittings and repairs are prohibited.
- (iii) Changes, additions, or alterations to the spars, hull, appendages and fittings are prohibited except (i) as provided in C.6 below, and (ii) for the fitting of a compass and wind indicator supplied by the competitor provided that they can be fitted without piercing, bonding or otherwise marking the hull or spar.
- (iv) The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.
- (v) Plastic tape, shock-cord or similar may be used in accordance with these Class Rules.

C3.3 CREW POSITIONING

- (a) Except for momentary sail handling and/or repair needs, crew shall remain aft of the mast while on deck.
- (b) Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems.
- (c) No crew may have their legs outboard of the shearline. When tacking or gybing, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, mainsheet hoop or any other item to promote the maneuver.
- (d) Except for a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

- (i) One marine first aid kit, NOT expired, stored in a waterproof container. [SUPPLIED BY OA]
- (ii) One operational VHF radio, In working order Supplied by Competitors.

C.5.2 OPTIONAL

The following optional equipment and items may be used and attached to the hull or rig providing that attachments do not puncture, and are not bonded to, the surface of the boat:

- (i) one or more devices may be used with mounting brackets which have the capability to measure, display, record and broadcast information relating to the boat's position, heading, header and lift information, VMG, time, and/or speed. The mounting bracket for the compass and displays may be fixed to the mast by means of cable ties, rope, or electrical tape.
- (ii) Tactical or navigational electronic or printed maps, charts, port/starboard stickers, a racing signal code flags chart, and compass headings
- (iii) Bags, drink bottles, safety equipment, paddle, loose clothing, food and/or drinks.
- (iv) Any additional equipment required by the Sailing Instructions for the event.
- (v) GPS tracking and recording may be used.
- (vi) Camera to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished and not during a race; it may be used for producing broadcasts to the general public during a race, but it must not be viewed or used by the crew during a race. Any device used to mount such a camera shall not extend beyond the shearline and must be removable without leaving any mark or residue on the boat.
- (vii) Up to 2 mechanical wind indication devices may be fitted to the mast.
- (viii) Bucket(s) or hand bailer(s) and/or sponge(s)/cloth(s) for removing water from the hull.
- (ix) clips or keepers to retain running rigging in place when it is not being used.

- (x) The mounts for items (i) to (vii) and (x) may be attached to the boat using tape, rope, shock cord, Velcro, cable ties, providing that attachments do not puncture the surface of the hull, spars, sail, or hull appendages, and can be removed without damage to any of them.
- (xi) Paddle for propelling the boat
- (xii) Consumables.
- (xiii) Mobile telephone.

C.10 BOWSPRIT

C.10.1 The bowsprit shall always be fully retracted except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

C.10.2 An extended bowsprit shall not be considered part of the boat for the purposes of (a) establishing an overlap, or (b) establishing right of way, unless the gennaker is set.

ATTACHMENT 3 – “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 the protester 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 Protest 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. 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 and inform the Race Committee. 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 3 times the number of races completed that day and the boats score for that race may not be excluded.
10. In the event that one of the parties to a protest is not available for whatever reason, the protest shall be filed in writing and submitted to the chairman per the RRS no later than the Posted Time Limit.

ATTACHMENT 4 - 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 broke down boat, such boats shall be scored as having finished behind the RDG boat.
 - (iii) When method 20(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 required to exercise reasonable care and seamanship when operating boats. They are also responsible for inspecting potential failure points on the boat prior to sailing. If these checks are not performed, relief is generally not provided for failures that could have been easily prevented. 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 for a breakdown for compensation should include:

1. Did a piece of equipment break? If so, did a significant loss of finishing position result?
2. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
3. 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 did 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.
6. Spinnaker pole should be inspected for damage before leaving the dock.