



**Hyannis Yacht Club  
PHRF  
Chowder Cup Series**

**September 1 and 25, 2021  
Hyannis, MA**

**SAILING INSTRUCTIONS (SIs) V 1.0**

**1 RULES**

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2** RRS 44.1 is changed as follows: 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.

**2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1** Any change to the sailing instructions will be posted not less than two hours before the Warning Signal of the first race on the day it will take effect. Any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.
- 2.2** Oral changes to a sailing instruction may be made by the Race Committee on the water by hailing each vessel via VHF radio channel 68. Each boat shall confirm with the Race Committee that they received the change.

**3 COMMUNICATIONS WITH COMPETITORS**

- 3.1** Notices to competitors will be posted on the official notice board located at the southwest corner of the HYC patio.
- 3.2** On the water, the Race Committee will monitor and communicate with competitors via VHF radio channel 68.

**4 CODE OF CONDUCT**

**4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

**5 SIGNALS MADE ASHORE**

**5.1** Signals made ashore will be displayed at HYC yardarm located on the mid-tee.

**5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes.'

**6 SCHEDULE OF RACES**

**6.1**

<i>DATE</i>	CLASSES	WARNING
<i>September 1</i>	ALL	1800 hrs
<i>September 25</i>	ALL	1000 hrs

**6.2** There may be more than one race per class each day.

**7 CLASS FLAGS**

**7.1** The class flags are:

CLASS	FLAG
Class A - Spinnaker	A
Class B - Non-Spinnaker	B
Class C - Non-Spinnaker	C

**8 RACING AREA**

**8.1** The racing area is Nantucket Sound. The start of the race will be approximately 1/2 mile south of the Hyannis Port Breakwater and west of buoy "HH".

**9 COURSES**

**9.1** Course diagrams are shown in SI Attachment A.

**9.2** The Race Committee signal boat shall post the course to be sailed by each class, the approximate compass bearing and range of the first leg. The Race Committee may also announce that information on VHF radio channel 68 approximately five minutes prior to the first warning signal.

**9.3** All marks shall be rounded to port, unless specified otherwise.

## **10 MARKS**

**10.1** Mark(s) are colored inflatable drop marks and/or government marks identified in Attachment A.

## **11 THE START**

**11.1** Two boats are required to appear in the starting area for a race to be started in that class.

**11.2** The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the nearby starting mark.

**11.3** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

**11.4** 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 on VHF channel 68. 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 62.1(a).

**11.5** A boat that does not start within 15 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

## **12 THE FINISH**

**12.1** The finish line may not be the same as the starting line.

**12.2** The finishing line is between a staff displaying a blue flag on the Race Committee vessel and the course side of the nearby finishing mark.

**12.3** The finishing time of the vessel shall be recorded in GPS time format Hours:Minutes:Seconds HH:MM:SS.

**12.4** A boat intending to protest another boat shall inform the Race Committee as soon as possible after finishing.

**12.5** In the event a Race Committee vessel is not on station at the finish line, a competitor shall pass the finish mark to port within three (3) boat lengths. The skipper shall report his finishing time, and his position in relation to nearby boats, to the PRO at the first reasonable opportunity.

## **13 PENALTY SYSTEM**

**13.1** The Scoring Penalty, RRS 44.3, applies. The penalty is elapsed time sailed plus 20%. [Example: boat sails course in 10 minutes, 2 minutes shall be added to their finish time. 12 minutes total time.]

**14 TIME LIMITS [AND TARGET TIMES]**

**14.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the tables below.

**14.1.1** Wednesday, September 1

Mark 1 Time Limit	Race Time Limit	Finishing Window
<i>75 minutes</i>	<i>150 minutes</i>	<i>45 minutes</i>

**14.1.2** Saturday, September 25

Mark 1 Time Limit	Race Time Limit	Finishing Window
<i>4 hours</i>	<i>7 hours</i>	<i>90 minutes</i>

**14.2** If no boat in a class has passed the first mark within the Mark 1 Time Limit, the race for that class will be abandoned.

**14.3** The Finishing Window is the time for boats in their class to finish after the first boat in their class sails the course and finishes. Boats failing to finish within the Finishing Window will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35.

**14.4** The Race Committee may finish a vessel in place for a score equivalent to last place. This changes RRS A5.

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

**15 HEARING REQUESTS**

**15.1** The protest time limit is 60 minutes after the Race Committee Finish vessel docks. The docking time will be posted on the official notice board.

**15.2** Hearing request forms shall be delivered to the Principal Race Officer (PRO) or designated Race Committee member, within the designated protest time limit.

**15.3** The PRO will post a Notice no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties. Competitors involved in a protest will be contacted by the HYC Race Management Committee and notified of the date, time and place of the protest hearing.

## **16 SAFETY REGULATIONS**

**16.1** **Required Report:** Any boat that withdraws from the race shall promptly inform the Race Committee on VHF channel 68 or by cell phone. Such boat shall continue to attempt to contact the Race Committee until the Race Committee has acknowledged the boat's withdrawal.

**16.2** Each boat shall contact the Race Committee in the starting area prior to the warning signal for its class and receive acknowledgement from the Race Committee of its presence and intent to race.

**16.3** Each boat shall monitor VHF Channel 68.

**16.4** Each boat shall keep a cell phone "on" with an audible ring and ready to be answered. This shall be the cell phone with the number given to the Race Committee at registration.

**16.5** A boat may run her engine in neutral for the sole purpose of charging her batteries.

**16.6** All personnel on deck shall wear a personal flotation device while starting and finishing without exception, and at all other times except when the Captain of the boat directs that it may be set aside.

## **17 EQUIPMENT AND MEASUREMENT CHECKS**

**17.1** A boat or equipment may be inspected at any time for compliance with the notice of race and sailing instructions.

## **18 TRASH DISPOSAL**

**18.1** [NP] Trash of any kind shall not be thrown overboard.

## **19 PRIZES**

**19.1** Monthly and seasonal prizes will be given as stated in the NoR.

## **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.

**END**