

**Hyannis Yacht Club
Fathers Day Race
June 15th, 2024
SAILING INSTRUCTIONS (SIs)**

Hyannis Yacht Club is the Organizing Authority

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.
- 1.3** All boats must comply with the US Safety Equipment Requirements of US Sailing for Near shore. A boat may not be protested for failing to comply with these Requirements except by the Race or Protest Committees.
- 1.4** All personnel on deck shall wear US Coast Guard approved personal flotation devices (PFDs) 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.

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. Any oral change must be made prior to the warning signal.

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 shall monitor and communicate with competitors via VHF radio channel 68.

4 CODE OF CONDUCT

- 4.1** 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

DATE	CLASS	WARNING
June 15, 2024	Cruising Non-spinnaker	1000

6.2 One race is scheduled.

7 CLASS FLAGS

7.1 The class flags are:

CLASS	FLAG
Class A - Spinnaker	A
Class B - Spinnaker	B
Class C - Non-Spinnaker	C
Class D - Non-Spinnaker	D
Class E - Classic	E

8 RACING AREA

8.1 The racing area is Nantucket Sound and Vineyard Sound.

9 COURSES

9.1 Courses are at the discretion of the PRO and may be determined prior to the race or when the signal boat is on station.

10 MARKS

10.1 Marks may be government marks or inflatable drop marks. The possible government marks are listed in Appendix B (also available on website).

10.2 Government buoys, when not specified as part of the course, have no required side except for safe navigation.

10.3 [NP]All boats are required to record their GPS time at all rounding marks when the mark is directly abeam and the turn onto the next leg has commenced. These times must be provided to the PRO upon their request.

11 THE START

11.1 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 port-end starting mark.

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

11.3 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).

11.4 A boat that does not start within 10 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A5.1 and A5.2.

12 Intentionally left blank

13 THE FINISH

13.1 The finishing line will be between a blue flag on a Race Committee boat and the course side of a nearby mark.

13.2 In the event a Race Committee boat is not on station at the finish line, a competitor shall honor the finish mark to port and pass within three (3) boat lengths to the North and shall finish when the mark bears 180 degrees magnetic from the vessel.

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

13.4 When the signal vessel is not on station boats shall report their finish times to Race Committee via cell phone within one hour of finishing.

14 PENALTY SYSTEM

14.1 The Penalty at the time of an incident (Rule 44) will be a One-Turn Penalty for breaking rules in part 2 and Rule 31. This changes Rule 44.1

15 TIME LIMITS

15.1

The Mark 1 Time Limit
<i>4 hours</i>
The Race Time Limit
<i>8 hours</i>

15.2 The Race Committee may finish a vessel in place for a score equivalent to last place if the vessel cannot achieve a score better than last place and is still competing. This changes RRS A5.

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

16 HEARING REQUESTS

16.1 The protest time limit is 60 minutes after the signal vessel docks. The time will be posted on the official notice board.

16.2 Hearing request forms must be turned into the PRO in person.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Boats involved in a protest will be contacted by the PRO and notified of the time and place of the protest hearing.

17 SCORING

17.1 Rule A5.3 will apply

17.2 No race scores will be excluded.

18 SAFETY REGULATIONS

18.1 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.

18.2 Each boat shall communicate with the Race Committee by hail on VHF channel 68, or by the cell phone number of the PRO listed on the scratch sheets.

18.3 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.

- 18.4** Each boat shall maintain a watch on VHF Channel 68.
- 18.5** 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.
- 18.6** A boat may run her engine in neutral to charge her batteries or during passages through Pollock Rip channel, or Quicks Hole.
- 18.7** When setting the spinnaker at a mark a retractable bowsprit may not be extended further than six (6) boat lengths distance to the mark being rounded. When taking down the spinnaker at a mark the bowsprit must be retracted within six (6) boat lengths distance from the mark after rounding the mark. A boat that breaks this rule will have 2 places added to her finishing position in the race.
- 18.8** RRS 55.3 is changed to allow a one design boat in a true one design configuration that includes outriggers, to sheet a spinnaker or headsail through such an outrigger. However, an outrigger may only be deployed after the start, and only deployed when actively flying a sail sheeted through it. In addition, the boat must keep clear of other boats while initially deploying an outrigger.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1** A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

20 TRASH DISPOSAL

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

21 PRIZES

Prizes will be awarded as follows:

Registered Boats in a Class	Trophies
1-4	1
5-6	2
7 or more	3

22 RISK STATEMENT AND SPECIAL LIMITATIONS AND REQUIREMENTS

- 22.1** 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.

22.2 In the event that life-saving equipment is lost overboard, it should be recovered. If recovery is impossible, any equipment that floats shall be reported immediately to the Race Committee and the nearest U.S. Coast Guard station on VHF Ch 16.

22.3 In an emergency, competitors are requested to immediately notify the PRO on Channel 68 **and** on the PRO's cell phone listed on the scratch sheet.