

# Hyannis Yacht Club

## Youth PHRF Race

### SAILING INSTRUCTIONS (SIs)

#### Hyannis Yacht Club is the Organizing Authority

The race organizers are The Youth Committee Chair Gabor Menyhart and the Ocean Race Co-Chair Andrew sequin

#### **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** Headsail changes are not allowed after the harbor start except when a race is given a group 1, wind designation 1.
- 1.4** The use of a whisker pole is not permitted except when a race is given a group 1, wind designation 1.

#### **2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1** Any change to the sailing instructions or 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 intends to monitor and communicate with competitors via VHF radio on channel 68.
- 3.3** While racing, 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.

#### **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.'

**5.3** Sail Group Designation will be displayed no later than 30 minutes prior to the harbor start. This will be announced via VHF channel 68 at 30 minutes prior to the harbor start.

#### **6 SCHEDULE OF RACES**

**6.1** The scheduled time of the warning signal for the first race is 13:30 hrs.

**6.2** Subsequent races will have no less than 3 minutes between the finishing of the last boat and the warning signal for the next race.

**6.3** If the PRO and Race Organizer decide to change wind designation, replace 3 minutes in 6.2 with 7 minutes.

#### **7 CLASS FLAGS**

**7.1** The class flags are:

CLASS	FLAG
Class A – All boats	A

**7.1** The wind designation flags are:

Designation	Group	Pennant	Wind
Designation 1 – PRO's/Skippers Discretion for spinnaker/whisker pole usage. ONLY ALLOWED DURING THE LAST RACE OF THE DAY.	1	Pennant 1	
Designation 2 – Full head sail, full main	1	Pennant 2	0-12

Designation 3 – Full head sail, reefed main	1	Pennant 3	12-15 decreasing forecast
Designation 4 – Reduced Head sail, full main	2	Pennant 4	12-15 increasing forecast
Designation 5 – Reduced Head sail and first reef in main	2	Pennant 5	15-18
Designation 6 – Reduced Head sail and second reef in main	2	Pennant 6	18-21

## **8 RACING AREA**

**8.1** The racing area is Nantucket Sound.

**8.2** The start of the race will be south of the Hyannis Port Breakwater and west of buoy “HH”

## **9 COURSES**

**9.1** 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.

**9.2** No later than ten minutes prior to the first warning signal the Race Committee signal boat shall display the wind designation pennant.

**9.3** Unless specified otherwise, all marks shall be rounded to port.

## **10 MARKS**

**10.1** Mark(s) are Inflatable yellow and/or orange marks.

## **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** All boats will be starting in a single class.

**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. 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 redress for request. This changes RRS 62.1(a).

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

## **12 THE FINISH**

- 12.1** The finishing line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the finishing mark.

## **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 table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
<i>45 minutes</i>	<i>90 minutes</i>	<i>30 minutes</i>

- 14.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.3** The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window will be scored Did Not Finish without a hearing. This changes RRS 35.
- 14.4** Failure to meet the 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 signal vessel docks. The time will be posted on the official notice board.
- 15.2** Hearing request forms must be turned into the PRO in person.

**15.3** 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.

**16 SCORING**

**16.1** No race scores will be excluded.

**17 SAFETY REGULATIONS**

**17.1** **Required Report:** Any boat that withdraws from the race shall promptly inform the Race Committee on channel 68 VHF 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

**17.2** Each boat shall communicate with the Race Committee by hail on Channel 68 VHF, or by the cell phone number of the PRO listed on the scratch sheets

**17.3** 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

**17.4** Each boat shall maintain a watch on VHF Channel 68.

**17.5** 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

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

**17.7** As a condition of entry, each owner, skipper, and participating crew member agrees to comply with all current Federal, State, County, and Hyannis Yacht Club COVID guidelines.

**18 EQUIPMENT AND MEASUREMENT CHECKS**

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

**19 TRASH DISPOSAL**

**19.1** Trash of any kind shall not be thrown overboard.

## **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.



**SI ADDENDUM B**

COURSES