

# Percy Priest Yacht Club



## Buoy Course Sailing Instructions

### 1. RULES

- 1.1. The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. Changes will be made to the following RRS for the buoy course classes:  
28 (Sailing the Course); 29.1 (Individual Recalls); 33 (Changing the Next Leg of the Course);  
35 (Time Limit and Scores); 44 (Penalties at the Time of an Incident); 61 (Protest Requirements);  
62.1(a) (Redress); 78 (Compliance with Class Rules; Certificates); A2 (Series Scores);  
A4 (Low Point and Bonus Point Systems); A5 (Scores Determined by the Race Committee);  
A11 (Scoring Abbreviations); and Race Signal AP (Postponement).
- 1.3. All class rules, including measurement and weight rules will apply.

2. **NOTICES TO COMPETITORS** – Notices to competitors will be posted on the official notice board which will be located on the windows of the Hamilton Creek Sailboat Marina building facing the deck.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to these Sailing Instructions will be posted on the official notice board.
- 3.2. The schedule of races for the first day's races will not be changed.
- 3.3. Any change to the schedule of races for the second or subsequent day's racing will be posted by 1800 hours (6:00 pm) on the day before it will take effect.
- 3.4. Any other change to the Sailing Instructions will be posted at least one hour before the scheduled start of the first race on the day the change will take effect.

### 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the race committee boat at the dock.
- 4.2. When flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the Race Signal "AP." This changes the meaning of Race Signal "AP."

### 5. SCHEDULE OF RACES

- 5.1. The race schedule, dates of racing, number of races, scheduled time of the warning signal for the first race each day and the cut-off time for starting a race on the last day will be as stated in the Notice of Race. The Notice of Race will be posted on the official notice board.
- 5.2. When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, flag "AP" may be displayed before a warning signal is displayed.

### 6. CLASS FLAGS

- 6.1. Classes will be as defined in the Notice of Race.
- 6.2. A class flag will be a unique color, pattern, shape or class logo. A description of each class flag will be posted on the official notice board.
- 6.3. Reminder – as stated in the preamble to Race Signals: "When a visual signal is displayed over a class flag, the signal applies only to that class."

7. **RACING AREA** – The racing area will be within three miles of the harbor entrance to Hamilton Creek Sailboat Marina.

**8. MARKS** – The marks are described in Attachment A.

**9. COURSES** – The courses are described in Attachment A.

**10. THE START**

- 10.1. The starting order for classes for the first race will be posted on the official notice board. The starting order for subsequent races may be different depending on when classes are ready to start a new race.
- 10.2. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the starting mark at the port end.
- 10.3. The race committee may, no later than the warning signal, trail a mark from the stern of the race committee boat stationed at the starboard end of the starting line. The trailing mark will be considered to be an extension of the race committee boat. A boat shall not pass between the trailing mark and the race committee boat. A boat shall not touch the trailing mark before starting.
- 10.4. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.
- 10.5. A boat starting later than 5 minutes after her starting signal will be scored as Did Not Start without a hearing. This changes RRS A4 and A5.

**11. CHANGE OF THE NEXT LEG OF THE COURSE**

- 11.1. If the moved mark (or the moved finishing line) is not visible from the previous mark of the course or if the change of position is more than 20°, the change will be signaled in accordance with RRS 33.
- 11.2. If the moved mark (or the moved finishing line) is visible from the previous mark of the course and the change of position is 20° or less, the change may not be signaled. This changes RRS 33.

**12. RECALLS** – When an individual recall is signaled, the race committee may at its discretion attempt to hail the sail numbers of the recalled boats. The hail may be by VHF radio on Channel 68, or by loud hailer or bullhorn. Such a hail is a courtesy hail only. Failure of the race committee to hail, failure of a boat to hear the hail, or the order or timing of the hail will not relieve the boat of its obligation to start correctly and will not be grounds for requesting redress. This changes RRS 29.1 and 62.1(a).

**13. THE FINISH**

- 13.1. The finishing line will be between a staff displaying a blue flag on a race committee boat and the nearby finishing mark.
- 13.2. Boats that have finished shall avoid the finishing area if possible.

**14. TIME LIMIT**

- 14.1. The time limit for a race is two hours for the first boat in a class to finish.
- 14.2. Boats in a class failing to finish within 30 minutes after the first boat in the class sails the course and finishes will be scored according to Sailing Instruction 16 without a hearing. This changes RRS 35, A4 and A5.
- 14.3. If the time limit in Sailing Instruction 14.2 has expired for a class, the race committee may notify the boats that have not finished. If a boat has been notified that the time limit has expired, she shall immediately return to the starting area to prepare for the start of the next race. If no more races will be sailed for the day, she shall immediately clear the course.

**15. PROTESTS**

- 15.1. A boat intending to protest shall attempt to notify the finish line race committee boat of its intent to protest and identify the protested boat at the first reasonable opportunity. This changes RRS 61.
- 15.2. Protests and requests for redress or reopening shall be written and delivered to the protest committee chairperson within the protest time limit which ends 45 minutes after the race committee boat docks.
- 15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of the time and location of hearings in which they are parties or named as witnesses.
- 15.4. Protests will then be heard as soon as possible, in approximately the order of receipt.

## 16. SCORING

- 16.1. Two races are required to be completed to constitute a series.
- 16.2. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.
- 16.3. For handicap classes, wind dependent Portsmouth handicaps assigned by PPYC will be used for scoring.
- 16.4. A boat that did not finish within the required time after the first boat in her class finished and that was still racing when the time limit expired and is not later disqualified or given redress, will be scored points for the finishing place equal to one more than the number of boats in the class that finished the race and not later disqualified. The scoring abbreviation for such boats will be TLX (did not finish due to time limit expiring). This changes RRS A4, A5 and A11.
- 16.5. A boat that did not start (DNC, DNS and OCS), did not finish (DNF) for any reason other than that in Sailing Instruction 16.4 or retires after finishing (RAF) will be scored points for the finishing place equal to one more than the number of boats in the class that entered the regatta.
- 16.6. A boat that was disqualified (BFD, DSQ, DNE and DGM) will be scored points for the finishing place equal to two more than the number of boats in the class that entered the regatta. This changes RRS A4.2.
- 16.7. All other boats will be scored in accordance with RRS A4.1, A4.2 and A5.

## 17. COURTESY BROADCASTS

- 17.1. The race committee may make periodic courtesy broadcasts by VHF radio on Channel 68. Information reported is provided as a courtesy to the competitors and does not in any way alter the competitor's responsibility to observe the race committee's visual signals. Errors or omissions during these courtesy broadcasts will not be grounds for requesting redress. This changes RRS 62.1(a).
- 17.2. The race committee will only respond to hails or communications from a competitor in the event of an emergency, to acknowledge that a boat has retired from a race or for other valid reasons at the discretion of the race committee. Competitors should refrain from attempting to communicate with the race committee by radio.

**18. SAFETY REGULATIONS** – A boat that retires from a race shall notify the race committee as soon as possible.

**19. PRIZES** – Prizes will be awarded as indicated in the Notice of Race.

**20. DISCLAIMER OF LIABILITY** – Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Percy Priest 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. Competitors agree that the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. As an inducement to the race organizers to produce the regatta, each competitor agrees that by participating in this event each competitor is deemed to have waived all claims against and released the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law and is deemed to have warranted that he has obtained this same release of the race organizers by each crew member.

**21. INSURANCE** – Each participating boat shall be insured by its owner with valid third-party liability insurance.

# Attachment A

## Marks and Courses

### A 1. MARKS

- A 1.1. The starting mark will be an orange tetrahedron.
- A 1.2. Marks of the course will be yellow tetrahedrons.
- A 1.3. The optional offset mark, "O", will be a green cylinder.
- A 1.4. The finishing mark will be a yellow cylinder.
- A 1.5. The optional mark in Sailing Instruction 10.3 may be any shape or color.

### A 2. COURSES

- A 2.1. All courses will be windward/leeward and will use a course designation which indicates the number of legs. A leg is defined as any of the following: (a.) the distance between the starting line and the windward mark, (b.) the distance between the windward mark and the leeward mark or the leeward mark and the windward mark or (c.) the distance between the last mark of the course and the finishing line. Examples of course definitions are as follows:
  - A windward/leeward course has two legs: its course designation is "2";
  - A windward/leeward/windward course has three legs: its course designation is "3";
  - A windward/leeward/windward/leeward course has four legs: its course designation is "4";
  - A windward/leeward/windward/leeward/windward course has five legs: its course designation is "5";
  - Courses with an odd number designation will always have a windward finish. Courses with an even number designation will always have a leeward finish.
  - Additional courses may be used by designating the appropriate number of legs (6, 7, 8, etc.).
- A 2.2. All courses may utilize an optional windward offset mark "O" which will be shown on the course board after the course designation. If a course uses a windward offset mark, there will be two windward marks. Boats must pass both marks by leaving them to port. The distance between the windward mark and the offset mark is not a separate leg.
- A 2.3. The starting mark, windward mark and optional windward offset mark shall be left to port. If a single leeward mark is used (no leeward gate), the leeward mark shall also be left to port. For courses with an upwind finish, the finishing mark shall be left to starboard. For courses with a downwind finish, the finishing mark shall be left to port. For courses with a downwind finish, when the finishing line is below the leeward mark, the leeward mark is not a mark of the course and may be left on either side.
- A 2.4. All courses may utilize an optional leeward gate "G" which will be shown on the course board after the course designation. If a course uses a leeward gate, there will be two leeward marks comprising the gate. Each boat must pass between the two leeward gate marks (through the gate) from the direction of the previous mark and round either of the gate marks.
- A 2.5. The approximate magnetic bearing to the first mark will be indicated on the course board following the "@" symbol.
- A 2.6. Course Examples:
  - "2 @180" is a course with two legs: a windward leg and a leeward leg. The first mark is at approximately 180 degrees. There is no windward offset mark or leeward gate.
  - "2O @180" is the same as a "2" course, except there is also a windward offset mark.
  - "3 @275" is a course with three legs: a windward leg, a leeward leg and a final windward leg. The first mark is at approximately 275 degrees. There is no windward offset mark or leeward gate.
  - "3O @275" is the same as a "3" course, except there is also a windward offset mark.
  - "4 @10" is a course with four legs: a windward leg, a leeward leg, another windward leg and a final leeward leg. The first mark is at approximately 10 degrees. There is no windward offset mark or leeward gate.
  - "4O @10" is the same as a "4" course, except there is also a windward offset mark.
  - "5 @300" is a course with five legs: a windward leg, a leeward leg, another windward leg, another leeward leg and a final windward leg. The first mark is at approximately 300 degrees. There is no windward offset mark or leeward gate.
  - "5O @300" is the same as a "5" course, except there is also a windward offset mark.
  - "5OG @300" is the same as a "5O" course, except there is also a leeward gate.
  - Other courses that are not indicated here may be used by using the appropriate course designation.

- A 2.7. The course designation will be displayed on the starboard side of the race committee boat before the warning signal of each class. Courses may be different for each class and each race. Boats should check the course designation immediately after their warning signal for each race.
- A 2.8. The starting and finishing lines will be separate lines set on opposite sides of the race committee boat. The starting mark will be set on the race committee boat's port side and the finishing mark will be set on the race committee boat's starboard side.
- A 2.9. **Restricted Lines and Obstructions**
- A 2.9.1. To keep the starting and finishing lines clear of other boats at all times, these lines are restricted while sailing the course. Only boats starting or finishing may cross these lines. After starting correctly, a boat shall not cross the starting line while sailing the course. After starting correctly, a boat shall not cross the finishing line while sailing the course, except to finish.
- A 2.9.2. A restricted line is designated as an obstruction as defined in the RRS. The combined length of both lines, from the starting mark on one end to the finishing mark on the opposite end, is a continuing obstruction.
- A 2.9.3. When sailing the course:
- The marks on either end of the restricted line obstruction are not marks of the course.
  - The entire restricted line obstruction is not a mark of the course and may be passed on either side.
- A 2.9.4. **Racing Rules that Apply or Do Not Apply at the Restricted Line Obstruction**
- RRS 18 (Mark-Room) does not apply.
  - RRS 19 (Room to Pass an Obstruction) will apply.
  - RRS 20 (Room to Tack at an Obstruction) will only apply at the race committee boat. Except for the race committee boat, the restricted line obstruction is not considered to be a safety issue as referred to in RRS 20.3. Therefore RRS 20 does not apply at any part of the line except at the race committee boat.
- A 2.9.5. A boat that crosses a restricted line may only exonerate herself for one infringement during the regatta by following the procedure in Sailing Instruction A 2.9.7. A boat that does not exonerate herself or that crosses a restricted line more than once during a regatta will be scored Did Not Finish for that race.
- A 2.9.6. **Exceptions to the Restricted Lines**
- Neither line is restricted to a boat that is in her starting sequence or that is complying with RRS 29 (Recalls). However, this does not modify RRS 30.1 (I Flag Rule) if applicable.
  - Neither line is restricted to a boat that is forced to cross the line because she is not given room she is entitled to under RRS 19 or RRS 20 (if RRS 20 applies). A boat that is forced to cross the line by another boat must successfully protest the boat that failed to give the required room. A successful protest occurs if the other boat does the required penalty turns or if it is disqualified in a protest hearing.
  - The finishing line is not restricted to a boat that is complying with RRS 30.1 (I Flag Rule) while starting or a boat that is complying with RRS 44.2 (Turns Penalties) immediately before finishing.
  - With a hearing, the protest committee may allow other exceptions not anticipated by these Sailing Instructions.
- A 2.9.7. **Correcting a Restricted Line Infringement (one time only)** – A boat that crosses a restricted line while sailing the course may only correct the error one time during a regatta by taking a Two-Turns Penalty as described in RRS 44 (Penalties at the Time of an Incident). The penalty may be taken at any time before completing the leg of the course on which the infringement occurred. This changes RRS 28 (Sailing the Course) and 44. The error is not correctable by the procedure indicated in RRS 28. Do not attempt to "unwind the string." Crossing a restricted line a second time in an effort to correct the error will be a second infringement and will result in the boat being scored Did Not Finish. This changes RRS 28.

# Attachment A (continued) – Course Diagram Examples

The following course diagrams are examples of only some of the courses that may be used.  
Please read the written course descriptions for examples of other courses.

