

SAILING INSTRUCTIONS

Version 1.1

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the current Racing Rules of Sailing, as modified by Appendix E, modified AMYA HMS 2014, and the Class Rules.

2 COURSES and MARKS

- 2.1 The Course and start/finish lines will be announced by the Race Director (RD) prior to each heat, modifying Rule 27.1 and E3.3.
- 2.2 With the exception of the start and finish marks, the RD will identify the course marks that may be touched without penalty, modifying Rule 31.

3 STARTING

- 3.1 Audible starting signals will apply using the AMYA starting timer or a copy thereof, modifying Rule E3.4a.
- 3.2 In addition to the voice hails required by Rule E3.8, individual recalls may be signaled by displaying Code Flag "X", modifying Rule E3.8(b).
- 3.3 Only the RD can call a hold to racing. The RD must be made aware of any hold request before the preparatory one-minute signal. If approved, the hold will be monitored by the RD with a return to racing within five minutes. Only one such hold per heat will be considered. Only one hold per skipper is allowed AND only for repairing a breakdown, damage caused by the actions of another boat or an act of nature. Holds are NOT permitted to change batteries, tune sails, or changing rigs unless the whole fleet agrees to a rig change hold due to a rapid sailing condition change.

4 FINISHING

- 4.1 When a boat takes a penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.
- 4.2 Do not call out sail numbers when finishing.
- 4.3 A single boat still sailing the course after all other boats have finished may be hailed and scored last, provided she started correctly.
- 4.4 A boat not racing shall not interfere with boats that are racing (rule 24.1). A boat that breaks rule 24.1 may be penalized 4 points by the RD without a hearing, modifying Rules 63.1 & 64.1.

5 TAKING A PENALTY

- 5.1 Appendix E Rule E4.3 is used to cover penalty turns. Remember to sail well clear of other boats before taking your penalty turn(s). Failure to sail clear of other boats may result in more penalty turns.

5.2 OUTSIDE HELP

- 6.1 The Race Staff may provide help in the form of untangling disabled boats if called for and if allowed by the skippers; this adds to Rule E4.2(c).

7 PROTESTS

- 7.1 A skipper protesting another boat shall hail, "Protest" and the other boat's sail number (Rule E6.3). Make sure the protested boat knows that she is being protested. The protested boat shall reply that she either accepts the protest or intends to go to a hearing. Boats wishing to exonerate themselves shall sail clear of all boats and complete one penalty turn as soon after the incident as possible. A Boat's failure to PROMPTLY sail clear and complete penalty turn, or turns, may result in an additional penalty. (This modifies Rule E4.3)
- 7.2 Boats wishing to lodge a protest shall inform the RD within 2 minutes of the end of the relevant heat (Rule E6.4). Protests not settled on the water shall be heard immediately after the heat in which the incident

occurred. Skippers involved in a protest will be granted up to 5 minutes immediately after the heat to prepare for the hearing (Rule 63.2).

8 REDRESS

- 8.1 A boat may request redress in accordance with Rule 62.1, as amended by Appendix E6.6.
- 8.2 All decisions regarding redress will be in compliance with Rule 64.3.
- 8.3 Redress may be awarded by the Race Committee orally following an incident, without a hearing, modifying Rule 63.1. If an interested party disagrees with the Race Committee's call, that skipper may request a Redress Hearing after finishing the heat, modifying Rule 63.1.
- 8.4 Redress will be either the average of all races not including the race in question or whatever the Race Committee deems to be fair and appropriate.

9 SCORING

- 9.1 The regatta will be scored using the Low Point Scoring system of Appendix A. The Heat Management System (HMS) (Single Fleet, Promotion/Relegation HMS 2014), Odd/Even, Gold/Silver, Match Racing, etc.) will be determined by the race committee based on the number of entries and announced prior to the beginning of racing.
- 9.2 At the end of the regatta one worst score per each 8 races completed shall be excluded, modifying Rule A2.
- 9.3 All boats not finished while racing or having been assessed a penalty, such as DNF, DNS or DSQ, will be scored the number of boats in the Heat assigned +1. A Disqualification for Misconduct or Rule 2 violation cannot be excluded and shall be awarded a Disqualified Not Excludable (DNE).

10 BALLAST

- 10.1 Ballast shall not be shifted, shipped or unshipped during the regatta, modifying Rule 51. This rule does not apply to changing of batteries as long as they are replaced in the same location from which they were removed and with batteries of the same size and weight.

11 CORINTHIAN SPIRIT

- 11.1 Remember that we are always in Friendly Competition. In the event of any protested behavior which is deemed to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the Race Director or other designated race officials will protest the party(ies) in accordance with RRS 2.
- 11.2 Penalties available to the RD and/or Protest Committee include a one turn penalty without a hearing, Disqualification/exclusion from the race in question that is not excludable (DNE), or expulsion from the regatta.

12 ADDITIONAL TELEMETRY

- 12.1 No telemetry beyond the class-allowed channels for rudder and sail control, maintaining the TX/RX bind and battery level is allowed unless specifically approved by class rules. This includes, but is not limited to, video and/or GPS positioning information.

13 SAIL NUMBERS

- 13.1 All boats will display the sail number on the main and the last two digits of the sail number (or 1 digit if a single digit sail number) on the jib in numbers at least 3" tall (4" recommended) with at least a 3/8" stroke in a contrasting color.

14 Single Tack Policy:

Generally, for normal racing, the race committee makes every effort to align the racecourse so that the first windward mark is directly up wind and perpendicular to the starting line. However, wind conditions can sometime change significantly just prior to starts. Therefore, to promote "fairness of the competition" (rule 32.1d), the following Single Tack Policy shall be used:

- 1) If any boat in the fleet starting on starboard tack sails all the way to the windward mark and can then round the mark to port without tacking, the race shall be abandoned.

- 2) If any boat in the fleet starting on port tack sails all the way to within two boat lengths of the windward mark, tacks onto starboard and rounds the mark, the race shall be abandoned.
- 3) If any boat in the fleet starting on starboard tack and immediately tacks onto port tack within one boat length of the starting line, and then sails all the way to within two boat lengths of the windward mark, tacks onto starboard and rounds the mark, the race shall be abandoned.