



# RS Aero North American Championship

Sept. 6 - 8, 2024

## Sailing Instructions.

The Organizing Authority (OA) is US Sailing in conjunction with the Richmond Yacht Club.

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule in the SI means it shall not be grounds for protest by a boat. This changes RRS 60.1(a)

### 1 RULES

- 1.1 The event is governed by The Racing Rules of Sailing and the RS Aero Class Rules and US Sailing Prescriptions.
- 1.2 RRS 40.1 shall apply while crew are on the water. RRS 40.2 is deleted.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Changes to the Sailing Instructions will be posted on the official notice board by 0930 on the day they will take effect. Changes to the schedule of races will be posted by 1900 on the day before they will take effect.
- 2.2 Changes to the sailing instructions may be made on the water. If a change is made the race committee will display the L flag.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted at the Richmond Yacht Club and on the Richmond Yacht Club official notice board located at: <https://www.regattanetwork.com/event/27952>
- 3.2 [NP] [DP] A boat that retires from a race shall notify the race committee as soon as possible.

### 4 CODE OF CONDUCT

- 4.1 [NP] [DP] A boat that retires from a race shall notify the race committee as soon as possible.

### 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the mast on the upper deck at RYC.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP. This changes "Race Signals".

### 6 SCHEDULE OF RACES

Date	Activity
Sept 4 - 5	Spot Measurement and Registration
Sept 6	Competitors Meeting- 0900
Sept 6	Race Day - First Warning 1130
Sept 7	Race Day - First Warning 1055
Sept 8	Race Day - First Warning 1055

### 7 COURSES

- 7.1 The racecourses are outlined in Attachment A.
- 7.2 If one of the two gate marks is missing and has not been replaced as described in RRS 34, then the remaining mark shall be rounded to port (this changes RRS 28)

### 8 CLASS FLAGS

- 8.1 **RS Aero 5** Numeral '5' on a Light Blue background  
**RS Aero 7** Numeral '7' on a Yellow background

### 9 THE START

- 9.1 The race start will be in accordance with RRS 26.
- 9.2 The starting line will be between a staff displaying a orange flag on the Race Committee signal boat and an orange buoy on the other end of the line.
- 9.3 A boat that does not start within 4 minutes after her starting signal shall be scored Did Not Start without a hearing. This changes RRS 35, 63.1, A4 and A5.
- 9.4 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting -finishing area.
- 9.5 Before the warning the Race Committee will display a numeric flag to denote what course to be sailed.
- 9.6 The race committee may attempt to hail the sail numbers of boats that are OCS. Failure to hail her number, or 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).

**10 CHANGE OF THE NEXT LEG OF THE COURSE**

10.1 To change the next leg of the course, the race committee may move the mark, or lay a new mark and remove the original mark as soon as practicable.

**11 THE FINISH**

11.1 The finish line will be between a blue flag on the race committee signal boat and a red buoy. Competitors should ensure that their sail numbers are visible to the finish line crew while finishing.

**12 TIME LIMIT**

12.1 The mark W time limit, Race Time Limit (see RRS 35) and the Finishing Window are shown in the table below.

Mark W Time Limit	Race Time Limit	Finishing Window
25 Minutes	75 Minutes	15 Minutes

12.2 If no boat has passed the first mark within the Mark W Time Limit, the race shall be abandoned.

12.3 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, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.f

**13 HEARING REQUEST**

13.1 Protests shall be delivered to a Race Committee representative in the Race Office within the protest time limit, which shall be 30 minutes after the committee boat returns to the dock. The protest time limit will be posted on the official notice board in the RYC race office.

13.2 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties. Notices will be posted at the Richmond Yacht Club and on the Richmond Yacht Club official notice board.

**14 SAFETY REGULATIONS**

14.1 [NP][DP] Prior to the warning signal for the first race of each day in which it intends to compete, each boat shall sail by the race committee signal boat and check in by hailing its class, sail number, rig size and skipper's name and being acknowledged by the RC.

14.2 [NP][DP]A boat that leaves the course area during the races and/or will not start in the next race/races of the day shall inform a race committee vessel and be acknowledged.

14.3 [NP] A competitor requesting assistance from a safety boat should signal that need by waving an arm with the hand open. Once assistance begins, the competitor shall be attentive to the directions of the safety boat crew. A competitor in apparent difficulty but not requiring offered assistance should signal that with a closed hand.

**15 RISK STATEMENT**

15.1 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.

**16 EQUIPMENT AND MEASUREMENT CHECKS**

16.1 [NP] A boat or equipment may be inspected at any time for compliance with the Class Rules, SI and NOR.

16.2 [DP] [NP] A boat shall comply with any reasonable request made by the Technical Committee.

**17 CONTACT INFO**

17.1 Please contact Fred Paxton (DPRO) at f.paxton@comcast.net if you have any questions regarding the regatta.



## Attachment A – Courses

### Courses

1. Start - W p - O p - Finish
2. Start - W p - O p - LS s or LP p - W p - O p - Finish
3. Start - W p - O p - R p - LP p - W p - O p - Finish



### Marks

- W Weather Mark - Yellow Inflatable
- O Weather Offset Mark - Yellow Inflatable
- L Leeward Gate - Yellow Inflatables
- R Reach Mark - - Yellow Inflatable
- S Start Pin - Orange Inflatables
- F Finish Pin - Red Inflatable

