

Redfish Reach

September 14, 2024

Texas City Dike Yacht Club

SAILING INSTRUCTIONS

1. RULES

The regatta shall be governed by the “Rules” as defined in the Racing Rules of Sailing (RRS 2021-2024); the individual class rules of the classes sailing (except as any are altered by these sailing instructions); RRS Appendix S, the Notice of Race, and by these Sailing Instructions.

2. SAFETY

2.1. GENERAL: Notwithstanding anything in these Sailing Instructions, it is the personal responsibility of each competitor to sail safely and to wear a life jacket, or Personal Flotation Device (PFD), or other personal buoyancy device being USCG approved and adequate protective clothing as conditions warrant. If wind, wave, or water conditions make you doubtful of your ability to handle the conditions, it is recommended to retire from the race.

2.2. ELECTRICAL POWER LINES - AVOID!!! Before raising the mast, and ALWAYS while sailing, check for and avoid low overhead electrical power lines. When launching from shore, docking, or landing, check for and avoid low overhead power lines. If you see a power line, AVOID IT! A MAST COMING IN CONTACT OR EVEN NEAR AN ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH TO PEOPLE ON OR TOUCHING THE BOAT!

3. ELIGIBILITY AND ENTRY

3.1. Each entrant shall be considered a competitor with a complete entry form and therefore agrees to abide by the current Racing Rules of Sailing.

3.2. SAIL NUMBERS: Sail numbers shall match the entry form and be readable from both sides of the sail.

- 3.3.** Due to regatta insurance requirements, this is a Hobie Class Association North America (HCANA) sanctioned event and at least one crew person per boat is required to be a member of the HCANA. Temporary event membership is available for \$30 at <https://hcana.hobieclass.com/join/>

4. RATINGS:

- 4.1.1.** The ratings will be taken from the [SCHRS](#) Ratings tables. (Latest published by SCHRS).
- 4.1.2.** When any modification to a boat has been made, the boat owner shall submit all required documentation to the race committee for a provisional rating. All documentation must be provided prior to the day of the regatta start. The SCHRS ratings calculator will be used to determine a provision rating for the regatta. A boat that starts without an assigned rating will not be scored for any races
- 4.1.3.** If a boat does not have a published rating, the owner shall advise the Technical Committee in writing. The Technical Committee shall assign a rating based on the information supplied by the owner of said boat to be entered into the SCHRS rating calculator. It is the responsibility of the owner to secure a rating from the Technical Committee. A boat that starts without an assigned rating will not be scored for any races.
- 4.1.4.** Any appeal to the posted rating shall be submitted in writing to the Technical Committee prior to the start of racing on Sunday. The Technical Committee shall review and approve/disapprove any rating change request prior to the first posted race results. NO revisions to the rating will be made after this time.

5. CHANGES IN THE SAILING INSTRUCTION / NOTICES TO COMPETITORS

- 5.1.** LOCATION: The location of the Official Regatta Notice Board will be digitally on [Regatta Network](#).
- 5.2.** CHANGES: Changes in the Sailing Instructions will be posted on the Official Regatta Notice Board one hour before the first race on the day the change takes effect. Schedule changes will be posted by 8:00 p.m. the previous day.

6. SCHEDULE OF RACES AND EVENTS

- 6.1. The schedule of the NOR shall be followed and available on Regatta Network.

7. DESCRIPTION OF MARKS

7.1. Saturday Redfish Reach:

Point:	Description:	Rounding:
Redfish Island north end	29°31.043'N 94°53.933'W	Port
Redfish Island south end	29°30.844'N 94°53.501'W	Port
Finish tetrahedron	Approximately 100' off beach where we start	Port

8. RACE STARTS AND STARTING SEQUENCE

- 8.1. Class Flags will be as follows:

8.1.1. Non-Spinnaker: Light Blue

8.1.2. Non-Spinnaker B: Green

8.1.3. Spinnaker: Yellow

- 8.2. **STARTING SIGNALS:** The starting signals shall be in accordance with RRS 26.

- 8.3. **RACE SEQUENCE:** There shall be one start

8.3.1. A white warning flag shall be flown with a signal (5) five minutes before the start signal.

8.3.2. At the start signal, the white flag shall be lowered signaling the start.

- 8.4. **SIGNALS MADE ASHORE:**

8.4.1. When signals are made ashore, they shall conform to RRS "Race Signals" and their location ashore will be announced at the initial Competitor's Briefing and posted on the Official Regatta Notice Board.

8.4.2. "Postponement" (Answering Pennant "AP") with 2 sound signals (one when lowered) means the race is postponed. The Warning Signal will be made not less than 30 minutes after "AP" is lowered.

- 8.5. A catamaran shall not start later than 10 minutes after her starting signal.

9. THE COURSE

- 9.1. Length: Approximately 20 nm.

9.2. Le mans start, round Redfish Island to port, finish at TCD between the tetrahedron and blue finish flag keeping the tetrahedron to port.

10. STARTING

- 10.1. For the le mans style of start, all crew shall hold the boat in knee deep water until their start signal is sounded.
- 10.2. OCS penalty shall be defined as the following:
 - 10.2.1. A boat will be considered OCS if any of its crew is on board their boat within the last minute of the starting sequence.
 - 10.2.2. If a team is OCS between (5) five minutes and their start, the time penalty shall be (10) **ten minutes**.
 - 10.2.3. Any team OCS more than (5) five minutes to their start shall be scored **DSQ** for that race.

11. FINISHING

- 11.1. Finish between the tetrahedron and blue finish flag keeping the tetrahedron to port.

12. RETIRING FROM A RACE

- 12.1. NOTIFY THE RACE COMMITTEE: A boat which retires from a race, shall notify the Race Committee either before leaving the course area or upon arriving at shore. Failure to do so may lead to disqualification from future regattas.

13. ALTERNATE FINISHES, TIME LIMIT, AND RACE VALIDITY

- 13.1. SHORTENING OR ABANDONING AFTER THE START: There is no intention to shorten or abandon after the start. Refer to RRS 3.
- 13.2. TIME LIMIT: The Race Committee may decide to finish competitors on the water with a DNF if the wind phases out and a competitor cannot competitively finish with corrected times.

14. PROTESTS

- 14.1. PROTEST TIME LIMIT: Protests shall be written on regatta supplied protest forms or reasonable equivalent. Protests shall be filed with the Race Committee or with the Protest Committee within one-half hour (0.5 hr.) after the Race Committee boat arrives in the harbor or dock as signaled by an audible blast following the last race of the day. The protest committee may extend the protest time at their discretion. This modifies RRS 61.3.
- 14.2. SIGNALING A PROTEST: A boat protesting another boat shall follow RRS 61.1 (a) with the following provisions and modifications:
 - 14.2.1. All boats, regardless of hull length shall hail "Protest" and but are not required to display a red flag even if longer than 6 meters. This modifies RRS 61.1 (a)(2)
 - 14.2.2. The definition of the "first reasonable opportunity" for hailing "Protest" is IMMEDIATELY following the incident.
 - 14.2.3. Notify the Race Committee of intent to protest when finishing is recommended so they will know to a protest may be filed after racing is

concluded. If unable to finish, notify the Race Committee upon reaching shore that you did not finish and of your intent to protest.

15. ALTERNATE PENALTIES

15.1. RRS Appendix T, Arbitration will apply.

16. SCORING

16.1. METHOD: Low point method shall be used.

16.2. THROW OUT RACES: No race shall be excluded. This modifies RRS A2.1

16.3. PENALTIES AND SCORING PENALTIES: As described in RRS Appendix A except that DNF shall be scored the number of finishers plus one (1). This changes RRS 44.3(c).

16.4. Competitors are encouraged and expected to watch out for each other. Time will be credited for a competitor assisting another competitor. Each of the two competitors must agree on the time assistance.

17. SPECIAL NOTES

17.1. OBSTRUCTIONS: The Houston Ship Channel shall rank as a continuous obstruction.

17.1.1. Any boat calling for room for an obstruction shall alter their course immediately away from the obstruction.

17.2. ASSISTANCE: Any boat receiving "hands on" assistance from rescue and/or chase boats will have 20 minutes added to their elapsed time. The Race Committee may decide when a boat or crew needs assistance.

17.3. EQUIPMENT: Trapezes are permitted. Modifies RRS 49.1

18. LAUNCHING/PARKING

18.1. Launching and parking is available on Texas City Dike.

18.2. TCD is a beach launch that runs Northwest/Southeast.

18.3. There are ship waves that do encroach the beach area. Please be aware while in the water and parking your vehicle and trailer.

19. COMMUNICATIONS

19.1. The RC will intend to monitor **VHF Channel 68** while on the water.

19.2. It is recommended for competitors to monitor **VHF Channel 16** for commercial traffic.

19.3. It is heavily recommended for each competitor to carry a VHF radio capable of communicating on US VHF channels 9,13, 16, 68, 69, 70, 71, and 72.

19.4. Boats may use performance tracking devices and software during the regatta provided that the information communicated is available to all competitors and not used to gain an unfair advantage. AIS receivers and transponders are also allowed.

- 19.5. Race Committee Cell Phone:
 - 19.5.1. **Roger Howard: 409.770.4026**

Addendum A

2024 Catamaran Conundrum

Sailing Instructions

This addendum replaces **SI 7 & 9** of the Sailing Instructions for the Catamaran Conundrum.

7. DESCRIPTION OF MARKS

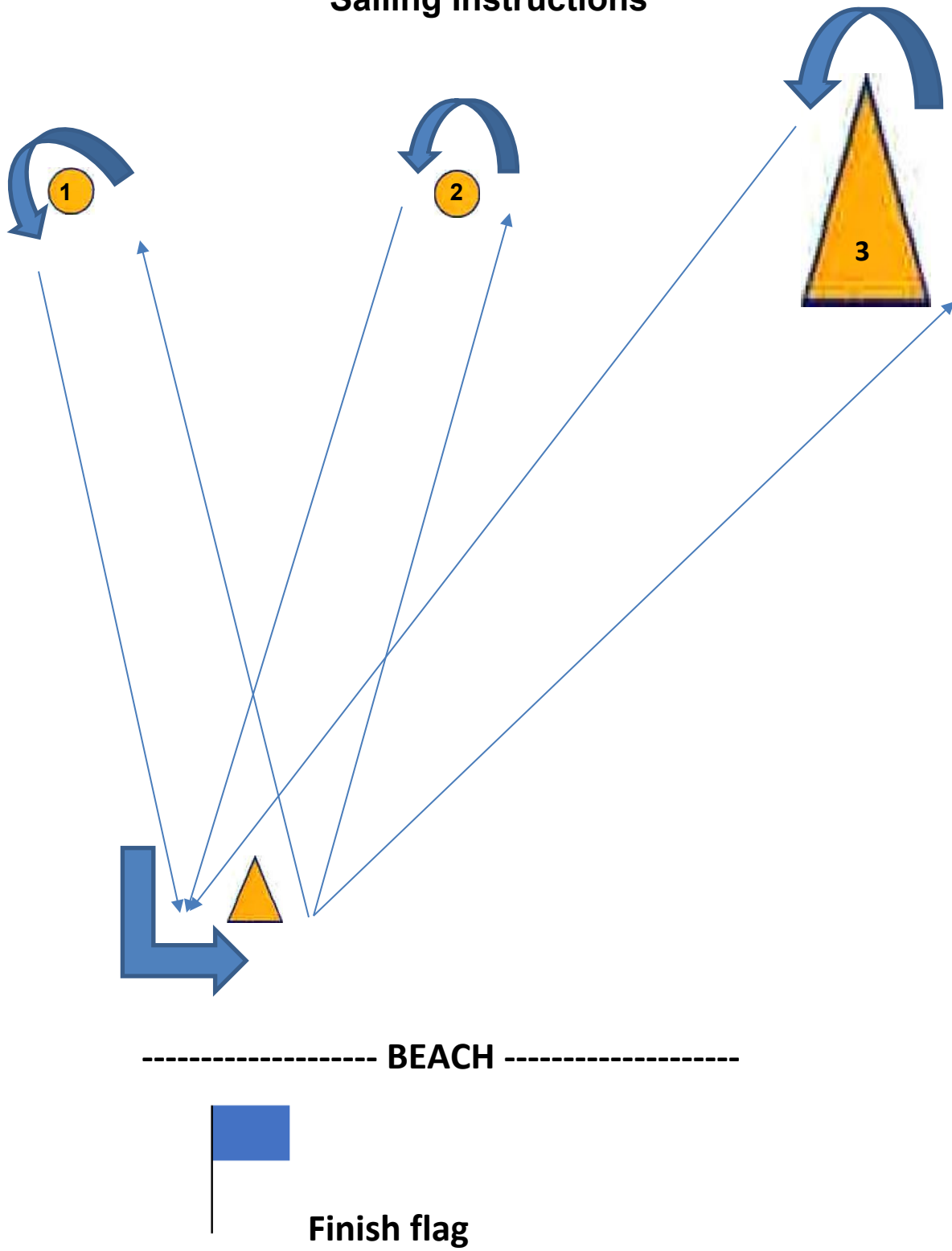
Mark:	Description:	Rounding:
Pivot/Finish Mark	Orange tetrahedron off TCD	Port
#1	Orange tetrahedron – Most west mark	Port
#2	Orange tetrahedron – center mark	Port
#3	Houston Ship Channel High Range Marker 60' tall – east most mark	Port

9 THE COURSE:

- All marks are to be rounded to port.
- Start via Le Mans Style.
- Sail to any of the three marks (1, 2, or 3), round and return to pivot mark.
- Sail to either or the two remaining marks not yet rounded. Round to port and return to pivot mark.
- Sail to remaining mark not yet rounded and return to pivot/finish mark.

Schematic example to follow:

Addendum A
2024 Catamaran Conundrum
Sailing Instructions



Angles and distances between marks are schematic only.