



2024 RS21 North American Championship

September 28-29 2024

Organizing Authority: Bay Access Sailing Foundation

Hosted at Lakewood Yacht Club

2322 Lakewood Yacht Club Drive, Seabrook, TX 77586

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SAILING INSTRUCTIONS

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The notation '[DP]' in a rule in the NOR means that the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (*RRS*)
- 1.2. Only [RS21 Class Association Rules \(2023\)](#) in Attachment 2 will apply. This changes RRS 87.
 - 1.2.1. A boat may only protest another boat for Class Rules cited in Attachment 2.
 - 1.2.2. RS21 class membership is not required.
- 1.3. Supplied charter RS21s must adhere to Class Rule C.1.2 regarding supplied equipment, Lakewood Yacht Club Charter Agreement, and specific systems operation per RS21 Fleet Manager.
- 1.4. RRS 44.2 is modified to include after the first sentence: However, if Mark 1a is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the sailing instructions will be posted immediately following the Competitors' Briefing on the first day of racing, except that any changes to the schedule of races will be posted by 2000 on the day before it will take effect.

2.2. Changes to a sailing instruction may be made on the water by the race committee flying Flag L and hailing all competitors via VHF radio with the change.

3. COMMUNICATIONS WITH COMPETITORS

3.1. Notices to competitors will be posted on the official notice board(s) located by the RS21 dock. 3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69. Boats are required to carry a VHF radio.

3.3. While racing, except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [NP, DP]

4. CODE OF CONDUCT

4.1. Competitors and support persons shall comply with reasonable requests from race officials [NP, DP].

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed at the LYC Clubhouse flagpole.

5.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP.

6. SCHEDULE OF RACES

6.1. Event Schedule:

Saturday, September 28

8:30-10:00 Competitor check-in

10:00 Competitors Briefing

10:30 Harbor Start

11:00 First Warning Signal

Post race Regatta Social

Sunday, October 1

10:00 Competitors Briefing

10:30 Harbor Start

11:00 First Warning Signal

2:00 No Start After

4:00 Awards after racing

6.2. Flag Alpha displayed, with no sound, while boats are finishing means “No more racing today.”

7. CLASS FLAGS

7.1. The Class flag will be the RS21 flag.

8. RACING AREA

8.1. All races are intended to be held on Clear Lake or Galveston Bay.

8.2. The race area will be announced at the Competitors’ Briefing each morning.

9. COURSES

9.1. The diagram in Attachment 1 shows the race course.

10. MARKS

10.1. Marks will be described at the Competitor’s Briefing.

11. OBSTRUCTIONS

11.1. The Clear Lake Channel in Clear Lake is designated as an obstruction. The Clear Creek channel and the Houston Ship channel are designated OBstructions in Galveston Bay. The race committee may further designate any areas of shallow water as obstructions by displaying flag L and hailing all competitors via VHF radio.

12. THE START

12.1. Races will be started by using RRS 26. With the warning signal made 5 minutes before the starting signal.

12.2. The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

12.3. 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 or bow number via VHF radio. 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 request. This changes RRS 62.1(a).

12.4. A boat that does not start within 3 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1. To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the old marks as soon as practical.

13.2. The Race Committee may make minor adjustments by moving the original marks to new locations (up to 10 degrees and 0.1 NM in length) to the course during a race without signaling a course change. This changes RRS 33.

13.3. One or the other gate mark may be moved without signal to support the course configuration.

14. THE FINISH

14.1. The finishing line will be between a staff displaying an orange flag on the race committee vessel and the course side of the finishing mark.

15. PENALTY SYSTEM

15.1. The Scoring Penalty, RRS 44.3, shall not apply.

15.2. If a boat breaches RRS 44.1.b, as judged by the Protest Committee, and if the Protest Committee finds a breach of RRS 2 then LYC may immediately revoke the charter without refund and the charterer will remain responsible for all damages.

15.3. If a boat found by the Protest Committee to have broken RRS 14 and not been subsequently exonerated under RRS 43 then LYC may immediately revoke the charter without refund and the charterer will remain responsible for all damages. There will be zero tolerance on collisions!

16. TIME LIMITS AND TARGET TIMES

16.1. The time limit for the first boat to reach the first mark shall be 30 minutes. If no boat has reached the mark within that time then the race will be abandoned.

16.2. The Race Time Limit is 75 minutes and Target Time is 30 minutes on Clare Lake, 40 minutes on Galveston Bay.

16.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. The Finishing Window is 15 minutes. 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.

16.4. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17. HEARING AND REDRESS REQUESTS

17.1. A boat intending to protest does not need to display a red flag. This changes RRS 61.1(a)(2). 17.2. Protests and requests for redress shall be reported to the RC Signal vessel no later than the preparatory signal for the next race or 10 minutes following the last boat finishing the last race of the day. This changes RRS 61.3 and 62.2.

17.3. Protests for alleged breaches of RRS Part 2 (except when damage occurred), RRS 31, RRS 42, or RRS 44 will be adjudicated by using Three Minute Justice on the dock after racing. The Three Minute Justice system is described in Attachment 3. This changes RRS 61.2, 63.4, 63.6, 65.2, and 66. All other protests and requests for redress will be heard per the RRS and must be filed in writing no later than 1 hour after the Signal Boat docks in the harbor following the last race of the day. Protest forms will be available at the RS21 dock and must be returned completed to the Fleet Manager or Principal Race Officer no later than the filing deadline.

17.4. Video and photos taken from any support, coach or spectator vessel shall not be used as evidence at protest hearings. This is added to RRS 63.6.

17.5. Breakdown of a chartered boat should be verbally reported to the RC by the competitor at the earliest reasonable time which can be done safely. Breakdowns may be reported using VHF. A boat shall continue to sail the race if it may do so safely. Attachment 4 will be used as a guideline by the protest committee for any requests for redress due to a breakdown.

18. SCORING

18.1. The regatta shall be scored in accordance with Appendix A of the RRS.

18.2. One race is required to be completed to constitute a series.

18.3. When fewer than six (6) races have been completed, a boat's series score is the total of her race scores. 18.4. When six (6) or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.

19. SAFETY REGULATIONS

19.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity. A boat which has retired and does not intend to race in any additional races shall return promptly to its designated berth. [NP, DP]

19.2. All boats shall have on-board one US Coast Guard approved personal flotation device (PFD) appropriate for the vessel per competitor on-board.

19.3. All boats shall carry on-board a VHF radio which shall be operating at all times.

19.4. Boats may be required to sail without spinnakers if wind exceeds level which the Race Committee deems may increase risk of damage to boats or equipment. The requirement to sail without hoisting spinnakers shall be announced by the Race Committee prior to the start of a race by flying the Bravo flag with one long sound signal prior to the warning signal for a race. This requirement shall remain in place for the duration of the race. The requirement to sail without spinnakers shall remain in place for all subsequent races on the same day until the Bravo flag is dropped with one long sound signal prior to the subsequent race's warning signal.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1. Substitution of competitors is not allowed without prior written approval of the Race Committee.

20.2. Competitors shall report all damaged equipment to the fleet support boat or Race Committee at the first opportunity for repair.

21. SUPPLIED BOATS

21.1. Boats will be supplied by the organizing authority or privately owned. Competitors chartering boats shall comply with all provisions of the RS21 charter manual (<https://www.lycrs21.com/documents>) and specific systems operation per RS21 Fleet Manager.

21.2. The penalty for not complying with any instructions of the charter manual or specific instructions of the RS21 Fleet Manager is disqualification from all races sailed in which the instruction was broken. [NP, DP]

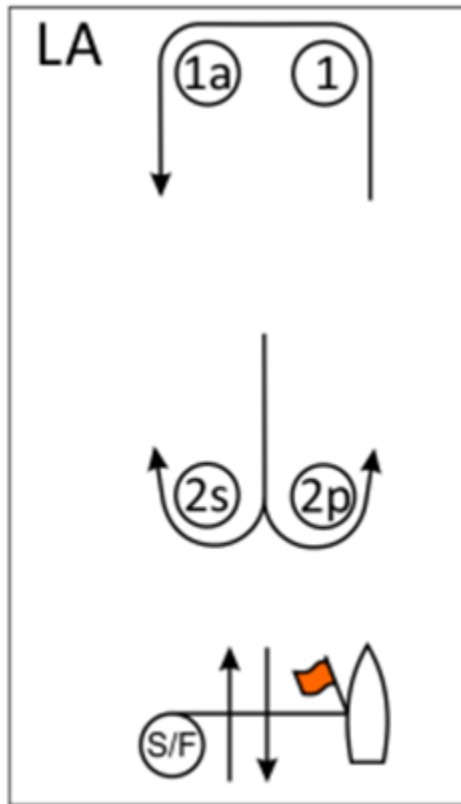
22. PRIZES

22.1. Prizes will be given to the top three finishers.




23. RISK STATEMENT

23.1. 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. There 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 injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

Attachment 1 - Course



Course LA – Windward/Leeward with Offset Mark, Leeward Finish

- 2 
- 3 
- 4 

<i>Signal</i>	<i>Mark Rounding Order</i>
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish

ATTACHMENT 2 - CLASS RULES

Only the following Class Rules apply (items not applicable with strikethrough text, items added by OA underlined):

C.1.2 SUPPLIED EQUIPMENT

Where Boats and/or equipment is supplied to the entire fleet for a regatta series:

- (i) Competitors shall use the equipment as supplied.
- (ii) Removal or alteration of fittings and repairs are prohibited.
- (iii) Changes, additions, or alterations to the spars, hull, appendages and fittings are prohibited except (i) as provided in C.6 below, and (ii) for the fitting of a compass and wind indicator supplied by the competitor provided that they can be fitted without piercing, bonding or otherwise marking the hull or spar.
- (iv) The use of waxes, polishing compounds or similar is prohibited. Competitors may wash their boat with detergent and water.
- (v) Plastic tape, shock-cord or similar may be used in accordance with these Class Rules.

C3.3 CREW POSITIONING (a) Except for momentary sail handling and/or repair needs, crew shall remain aft of the mast while on deck. (b) Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems. (c) No crew may have their legs outboard of the sheerline. When tacking or gybing, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, mainsheet hoop or any other item to promote the maneuver. (d) Except for a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

- (i) One marine first aid kit, NOT expired, stored in a waterproof container. [SUPPLIED BY OA]
- (ii) One operational VHF radio, In working order Supplied by Competitors.

C.5.2 OPTIONAL

The following optional equipment and items may be used and attached to the hull or rig providing that attachments do not puncture, and are not bonded to, the surface of the boat:

- (i) one or more devices may be used with mounting brackets which have the capability to measure, display, record and broadcast information relating to the boat's position, heading, header and lift information, VMG, time, and/or speed. The mounting bracket for the compass and displays may be fixed to the mast by the means of cable ties, rope, or electrical tape.
- (ii) Tactical or navigational electronic or printed maps, charts, port/starboard stickers, a racing signal code flags chart, and compass headings
- (iii) Bags, drink bottle/s, safety equipment, paddle, loose clothing, food and/or drinks.
- (iv) Any additional equipment required by the Sailing Instructions for the event.

(v) GPS tracking and recording may be used.

(vi) Camera to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished and not during a race; it may be used for producing broadcasts to the general public during a race but it must not be viewed or used by the crew during a race. Any device used to mount such a camera shall not extend beyond the sheerline and must be removable without leaving any mark or residue on the boat.

(vii) Up to 2 mechanical wind indication devices may be fitted to the mast.

(viii) Bucket(s) or hand bailer(s) and/or sponge(s)/cloth(s) for removing water from the hull.

(ix) clips or keepers to retain running rigging in place when it is not being used.

(x) The mounts for items (i) to (vii) and (x) may be attached to the boat using tape, rope, shock cord, Velcro, cable ties, providing that attachments do not puncture the surface of the hull, spars, sail, or hull appendages, and can be removed without damage to any of them.

(xi) Paddle for propelling the boat

(xii) Consumables.

(xiii) Mobile telephone.

C.10 BOWSPRIT

C.10.1 The bowsprit shall always be fully retracted except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

C.10.2 An extended bowsprit shall not be considered part of the boat for the purposes of (a) establishing an overlap, or (b) establishing right of way, unless the gennaker is set.

ATTACHMENT 3 - THREE MINUTE JUSTICE

The following system will be used to hear protests as required by the Sailing Instructions.

Procedures:

1. Protestee will be notified by the Fleet Manager or Race Committee they are being protested as soon as possible following completion of all races for the day. Hearing held immediately after all involved parties have returned to the dock and completed derigging, if possible.
2. Each party selects one competitor to constitute a protest committee, but (a) the competitor may not be from the same boat, and (b) a party cannot select the same competitor more than once per regatta. The Race Committee will designate a third protest committee member who will serve as the chairman.
3. The protestee and protestor will both state if they have any objections to the protest committee members. If a party has an objection to a committee member the other party has the opportunity to select a different competitor for the protestee committee. If a party still has an objection then the protest shall be filed in writing and submitted to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
4. At the outset of the hearing, the protest committee will establish validity and take action to continue if valid or close the hearing if not valid.
5. The parties each have one minute to present their case and answer any questions from the protest committee. Each party may have up to 30 seconds to ask questions of the other party. Questions must be asked all at one time and no follow up questions are allowed. Each party may have up to 30 seconds to respond to questions from the other party.
6. No witnesses are allowed unless requested by one or more members of the protest committee. This changes RRS 63.6(a) and 63.6(b). Only protest committee members may question witnesses.
7. If the protest committee finds that the protest involves infraction of rules other than those stated in the sailing instructions or that damage occurred then the chairman will inform the protestor that Three Minute Justice does not apply. The protestor may file the protest in writing and submit to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
8. The protest committee has one minute to deliberate in private and decide the case. Following the decision of the protest committee it will inform the parties per RRS 65.1 and inform the race committee. However, RRS 65.2 will not apply. If a decision cannot be reached by the protest committee then the protest must be filed in writing and submitted to the chairman per the RRS no later than 30 minutes following the chairman declaring that Three Minute Justice procedures will not apply.
9. A party may request that a Three Minute Justice hearing be reopened by stating their intent to request reopening immediately and filing a written protest with the chairman no later than 30 minutes following being informed of the decision. If a hearing is reopened Three Minute Justice will not apply and the protest will be heard in accordance with the RRS. The chairman will serve on the protest committee for the reopened hearing, but the nominated competitors will not serve on the protest committee. If a party requests to reopen a hearing and the original decision of the Three Minute Justice protest committee is upheld then the party requesting to reopen the hearing will receive an additional discretionary penalty for that race (in addition to disqualification if the boat has been disqualified from the race) equal to 3 times the number of races completed that day and the boats score for that race may not be excluded.
10. In the event that one of the parties to a protest is not available for whatever reason, the protest shall be filed in writing and submitted to the chairman per the RRS no later than the Posted Time Limit.

ATTACHMENT 4 - GUIDELINES FOR REDRESS FOR BREAKDOWNS

- a) When a boat suffers a breakdown, the boat's crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. The fleet manager may require a damaged boat to retire if deemed that it is unsafe for the crew or that further damage may be incurred if the boat continues to race.
- b) When a boat's score is made significantly worse by equipment failure clearly not the fault of the boat's crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, or by disablement or damage caused by an infringing boat, that boat may be awarded compensation. If there is doubt, it shall be presumed that the crew are not at fault.
- c) Compensation for Breakdowns - When the Protest Committee grants a request for redress (See guidelines below); it shall use one of the following methods:
- i) Unless (c)(ii) or (iii), below, apply, points shall be awarded as the boat's average score for all other races that day. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding .5 up. Such compensation may result in two boats having the same score.
- ii) If the breakdown occurred at or near the finishing line and the boat's position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the broken-down boat, such boats shall be scored as having finished behind the RDG boat.
- iii) When method 20(c)(i), above, clearly does not yield a fair scoring of a boat's performance in that race and (c)(ii), above, does not apply, the Protest Committee may award compensation that is more equitable for that boat.
- d) If a boat breaks down and cannot be repaired or replaced in time for the subsequent race(s), the team assigned to that boat will be scored for all subsequent races which cannot be sailed, the boat's average score based on all other races that day.

GUIDELINES

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect relief when simple and preventable failures occur. The protest committee should take into account a situation in which a competitor legitimately did not have time to make the necessary inspections.

Tests for qualifying a breakdown for compensation should include:

1. Did a piece of equipment break?
2. If so, did a significant loss of finishing position result?
3. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
4. Was the equipment used in a reasonable or proper manner?

Compensation should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred should be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure for which compensation SHOULD BE considered, even though the equipment may still be serviceable, and even if the competitor made a visual inspection before the race:

1. Loss of a batten during a heavy-air race, if the competitor did not rig the sail;
2. Failure of a turning block or sheave;
3. Failure of bow sprit or inability to retract sprit which is not due to a collision;
4. Running aground within the race course on a shoal which has not been designated as an obstruction by the race committee or snagging fixed bottom fishing gear (i.e., crab trap) which has been properly marked.

Examples of equipment failure for which compensation SHOULD NOT BE awarded:

1. Failure of a halyard knot or the opening of a halyard shackle, if rigged by the competitor;
2. Torn spinnaker;
3. Outhauls or boom vang that disengage or slip;
4. Cotter pins, cotter rings ('ring dings') or fast pins that disengage because they were not taped prior to use;
5. Failure of a tiller universal.