



ATLANTA YACHT CLUB FLEET RACING SAILING INSTRUCTIONS 2022 Sailing Season

SAFETY

The Atlanta Yacht Club STRONGLY recommends that all competitors wear an approved (US Coast Guard or Canadian) personal flotation device.

'[NP]' means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

'[DP]' means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

The races will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.

2. COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located outside the clubhouse near the fishpond.
- 2.2 On the water, the race committee may make courtesy broadcasts to competitors on VHF radio, Channel 69, or the signal boat PA system. No boat is required to carry a radio.
- 2.3 [DP] While racing, no voice broadcast or data communication from the competitors is allowed except for safety reasons or to notify the race committee of intent to withdraw from the race.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the sailing instructions made onshore will be posted by 1100 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 Oral changes to these SIs may be given on the water by hail from the signal boat in accordance with RRS 90.2(c). The RC Signal boat will display code flag L with one sound and communicate the changes with each affected boat before the next warning signal.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the RC signal barge at the race committee dock.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' for race signal AP. This changes the RRS Race Signals.

5. SCHEDULE OF RACES

Races are scheduled as posted on the AYC website.

6. CLASS FLAGS

Thistle	Class Flag or Green Flag
Y-Flyer	Class Flag or Yellow Flag
Flying Scot	Class Flag or Purple Flag
Snipe	Class Flag or Orange Flag
Laser	Class Flag or Blue Flag
420	Class Flag or Red Flag

This list is not intended to reflect the actual sequence of fleet starts. Section 7.3 addresses the order of fleet starts.

7. THE COURSES AND ORDER OF FLEET STARTS

- 7.1 The diagrams in [Illustration A](#) show the courses, including the approximate angles between legs, the order in which the Rounding Marks are to be rounded or passed, and the side on which each Rounding Mark is to be left.
- 7.2 The identifying letter(s) of the course will be displayed on the top of the Signal Boat.
- 7.3 The order of Fleets starting will be displayed on top of the Signal Boat.

8. MARKS

- 8.1 Rounding Marks 1, 2 & 3 and Gate Marks will be yellow Tetrahedrons. New Rounding Marks when used in accordance with SI 10, Change of Course, will be original marks with a black band.
- 8.2 The starting and finishing marks will be a Race Committee boat displaying an orange flag (start) or blue flag (finish) and a nearby orange cylinder or red/orange ball.
- 8.3 If one Mark of a Gate is missing, the remaining Mark shall be rounded to port.



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9. THE START

- 9.1 The race committee will make one sound signal twenty-five (25) minutes prior to the warning signal of the first race of the day.
- 9.2 A boat starting more than 10 minutes after her starting signal will be scored Did Not Start (DNS). This changes Rules A4, A5, and 35 in that a boat starting late will be scored DNS even if she starts, sails the course, and finishes.
- 9.3 The starting line will be between the staff displaying an orange flag on a Race Committee Boat and the course side of a nearby orange cylinder **or red/orange ball**.

10. CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1 To change the next leg of the course the Race Committee will lay a Black-banded Rounding Mark (or move the finishing line) and remove the original Rounding Mark as soon as practical. When in a subsequent change a black-banded Rounding Mark is replaced, it will be by an original Rounding Mark
- 10.2 If any one gate mark of the pair has a black band, it shall be understood that both gate marks are the new mark.

11. THE FINISH

The finish line will be between the staff displaying a blue flag on a Race Committee boat and the course side of a nearby orange cylinder **or red/orange ball**.

12. TIME LIMIT

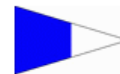
- 12.1 The time limit for the first boat to reach the first Mark is 30 minutes and two (2) hours to finish. If no boat has passed the first Mark in time, the race shall be abandoned.
- 12.2 If a boat or boats in a race may delay the start of another race, the race committee may score that boat or those boats in the place she/they would have finished and terminate the race. This changes Rules 35, A4, and A5 in that boats may be scored in their finishing place(s) without sailing the course or finishing.

13. PENALTY SYSTEM

RRS Appendix V (both V1 and V2), Alternative Penalties, will apply.

14. SUBSEQUENT RACING FOR THE DAY

- 14.1 If the Race Committee intends to start another race **without a delay**, it may display the Second Substitute while boats are finishing.
- 14.2 If the Race Committee intends to start another race **after a delay**, it may display at the finish Flag G with one sound to indicate the next Warning Signal will be in 15 minutes.



15. PROTESTS AND REQUESTS FOR REDRESS

Hearing Request forms are available on the Signal Boat and the Official Notice Board. Protest time ends thirty (30) minutes after the docking of the Race Committee Signal boat.

16. SCORING

Final scoring will be done by Fleet Rules.

17. [DP] SAFETY REGULATIONS

A boat that retires from a race shall notify the race committee as soon as possible. A boat that withdraws from a race or does not intend to start a scheduled race shall inform a Race Official as soon as possible.

18. RISK STATEMENT

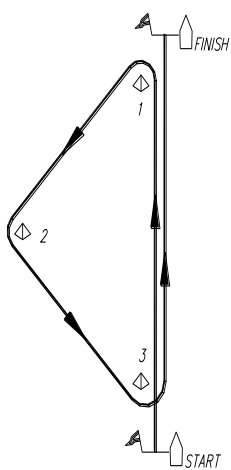
RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough 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**



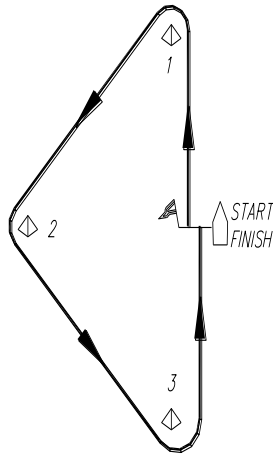
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drowning, trauma, hypothermia or other causes. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to during, or after the races.

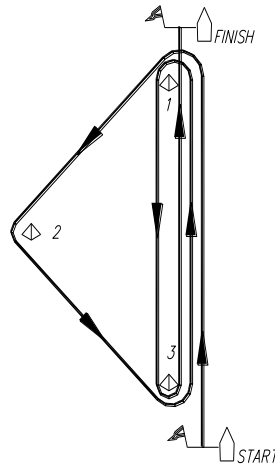
Illustration A - Course Diagrams



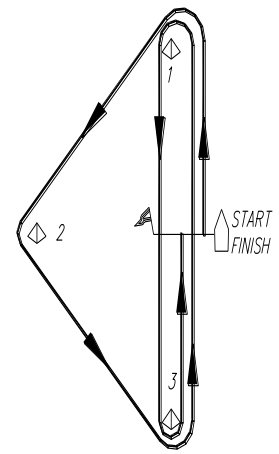
COURSE "T" 2



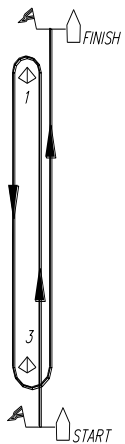
COURSE "MT" 1



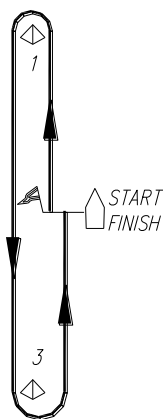
COURSE "O" 0



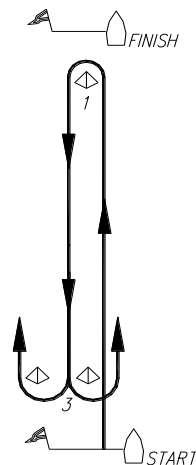
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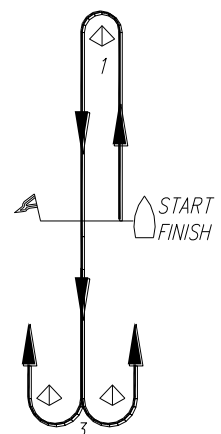
COURSE "W" 2



COURSE "MW" 1



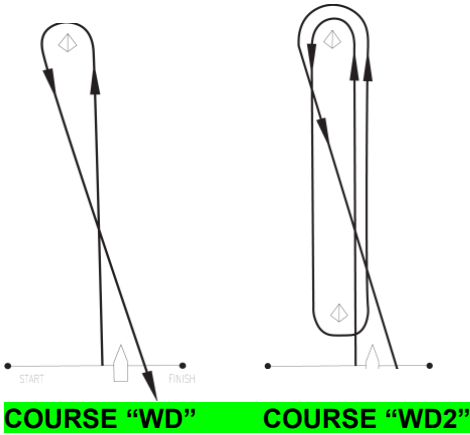
COURSE "WG" 2



COURSE "MWG" 1



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Notes

1. For courses "MWG", "MW", and "MT", a number posted after the course indicates how many laps are to be sailed.
2. For courses "WG", "W", and "T", a number posted after the course indicates how many laps are sailed before the final windward leg.
3. Actual angle between legs may vary depending on wind direction and available space in the racing area.