



# HUDSON RIVER YACHT RACING ASSOCIATION

## HRYRA Cruising Fleets

### 2024 COMMON SAILING INSTRUCTIONS

*The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

#### 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*. Class rules are the current *Performance Handicap Racing Fleet Regulations* published by the YRA of LIS, modified to admit rating certificates issued by HRYRA.
- 1.2 Supplementary sailing instruction (called 'the supplement' below) pertaining to a specific regatta will be made available for download prior to the first day of the regatta and will be posted as a notice to competitors. The supplement modifies instructions 3.1, 4.1, 5.1, 6.1, 7, 8, 9, 10, and 16.3 of this document as indicated. Sailing instructions in this document may be referenced by the prefix CSI (e.g., this instruction is CSI 1.2)
- 1.3 All boats must satisfy the *HRYRA Boat Standards* published on the HRYRA web site.

#### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

#### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted as described in the supplement to this instruction (see CSI 1.2).
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel specified in the supplement to this instruction (see CSI 1.2).
- 3.3 [DP][NP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

#### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed as described in the supplement to this instruction (see CSI 1.2).
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

## 5 SCHEDULE OF RACES

- 5.1 The schedule of races, including the times of the first warning signal each day and the number of races to be sailed each day are specified in the supplement to this instruction (see CSI 1.2).
- 5.2 For the first race of any day, starts for classes 1, 2, 3, ... shall occur in that order, except that adjacent classes may be started together and there may be no start for a missing class.
- 5.3 If a race has been postponed for more than two hours (one hour if the class has more than one race scheduled for the same day), the race committee shall either *postpone* ashore (display flag AP over H or AP over A, with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds.) The race committee shall announce the action taken on the designated VHF channel.
- 5.4 Postponed or abandoned races may be re-started or re-sailed on the same or any following day.
- 5.5 The race committee may but is not required to display flag “A” to indicate “no more racing today”, as provided in the US Sailing prescription following RRS 32.2.

## 6 CLASS FLAGS

- 6.1 The HRYRA PHRF class definitions and class flags are given in the table below. Class flags will not be used to indicate hours of a postponement from the scheduled starting time. This modifies Race Signals and RRS 25.2.

Class	PHRF values	Class Flag	Streamer Color
1	Less than 130, with spinnakers	Code Flag #1	Blue
2	Greater than 130, with spinnakers	Code Flag #2	Orange
3	All without spinnakers	Code Flag #3	White
All Others (if any): the supplement defines classes, flags, and streamers (see CSI 1.2)			

- 6.2 Each yacht shall clearly display a colored streamer, as described in the table, to indicate the class in which she is racing. Boats having a backstay shall affix the streamer to the backstay approximately 6 feet above the deck.

## 7 RACING AREA

The racing areas are described in the supplement to this instruction (see CSI 1.2).

## 8 COURSES

- 8.1 Courses are described in the supplement to this instruction (see CSI 1.2).
  - 8.1.1. The description of a course shall include identification of each rounding mark and the side on which it is to be left (see RRS J2.1(4).)
  - 8.1.2. If a course is intended to be designated a *windward-leeward* (W/L) course, its description shall so indicate.
  - 8.1.3. The description of a course may include a time limit and finishing window. If specified, those values shall be used in CSI 15.1.
- 8.2 No later than the warning signal, the race committee will designate the course and it may also display the approximate compass bearing of the first leg.

## **9 MARKS**

Marks are described in the supplement to this instruction (see CSI 1.2).

## **10 OBSTRUCTIONS**

Obstructions are described in the supplement to this instruction (see CSI 1.2).

## **11 THE START**

- 11.1 Races will be started using RRS 26.
- 11.2 The starting line will be between a staff or shroud displaying an orange flag on the race committee vessel and the course side of the starting mark.
- 11.3 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4 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 number. 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 request for redress. This modifies RRS 62.1(a).

## **12 CHANGE OF THE NEXT LEG OF THE COURSE**

- 12.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position, or lay a new mark and remove the original mark as soon as practicable, or use one end of the finish line as the new mark.

## **13 THE FINISH**

- 13.1 Unless the course is shortened (see RRS 32.2), the finishing line will be between a staff or shroud displaying a blue flag on the race committee vessel and the course side of the finishing mark.
- 13.2 If the race committee is absent when a boat finishes, she shall report her finishing time and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

## **14 PENALTY SYSTEM**

- 14.1 The scoring penalty, RRS 44.3, applies for a violation of a rule of Part 2. The penalty is the number of places as calculated in RRS 44.3(c).
- 14.2 Rule 44.1 (one turn penalty) applies for a violation of rule 31.
- 14.3 For a violation of rule 31, or if a yellow flag is not displayed as required in rule 44.3(a) and (b), a boat may instead accept a scoring penalty as described in RRS T1 (see Appendix T of the RRS.)

## **15 TIME LIMITS FOR FINISHING A RACE**

- 15.1 Unless otherwise specified in the course description (see CSI 8.1), the time limit for a race is 2 hours, and the finishing window is 45 minutes.
- 15.2 Boats failing to *finish* within the finishing window after the first boat to *start*, *sail the course*, and *finish*, and not subsequently retiring, penalized, or given redress, shall be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4, and A5.

## 16 HEARING REQUESTS

- 16.1 The protest time limit is 1 hour after the race committee has returned to the dock at the end of the day's racing.
- 16.2 Hearing request forms are available from the race committee.
- 16.3 ARBITRATION: Appendix T will apply unless the supplement to this instruction explicitly excludes this instruction (see CSI 1.2).

## 17 SCORING

- 17.1 Yachts will be handicapped using PHRF numbers to compute time-on-time correction factors:  $\text{Corrected Time} = \text{Elapsed Time} \times \text{TCF}$ , where  $\text{TCF} = 650 / (550 + \text{PHRF})$ . Each yacht shall have a current PHRF certificate issued by Hudson River Yacht Racing Association (HRYRA) or by the Yacht Racing Association of the Long Island Sound (YRALIS). For courses designated to be *windward/leeward* (W/L) (see CSI 8.1.2), the "W/L" rating on the certificate will be used; for all other courses, the "DIST" rating will be used. This implements a YRALIS PHRF class rule (see <https://yralis.org/phrf-racing/racing>, 2024 PHRF Regulations), which specifies that it is not grounds for protest (request for redress) or appeal if the resulting course is not parallel to the wind.
- 17.2 The Low Point Scoring System, Appendix A of the Racing Rules will apply for **Regatta** and **Season** scoring. A minimum of 1 race must be completed to constitute a series.
- 17.3 For **Regatta** scoring, the term "number of boats entered in the series" as used in RRS A5.2 means the number registered in that class for the regatta. All completed races are counted. This changes RRS A2.1.
- 17.4 For **Season** scoring, the "number of boats entered in the series" as used in RRS A5.2 means the number that have registered in that class for the regatta of which the race is a part. However, a boat scored DNC (i.e., did not come to the starting area) shall be scored points for the finishing place one more than the maximum of the number of boats starting in any completed race for that class in any of the six HRYRA scheduled regattas or in Nyack's distance race. The number of excludable race scores to be excluded is 1 for every 4 completed races, as shown in the following table. RRS A5.3 shall not apply. This modifies rule A2.1 and A5.2.

Season Races Completed for the Class	Excludable scores to be excluded
1-3	0
4-7	1
8-11	2
12-15	3
N	N/4, rounded down

- 17.5 Season prizes will be awarded to the top 3 scored boats in each class.

## 18 SAFETY REGULATIONS

- 18.1 [DP][NP] Before the first warning signal, each boat shall report her sail number to the race committee by oral hail. Hails on VHF do not satisfy this requirement.

18.2 [DP][NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity on the designated VHF channel or by oral hail.

## **19 RISK STATEMENT**

19.1 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, including, but not limited to, strong winds, rough seas, weather changes, and **the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**