



Hampton Yacht Club 2026 General Sailing Instructions

Big Boat Series and Other Events

These Sailing Instructions, unless otherwise noted, apply to all the events for which Race Circulars appear in this book. Races shall be under the control of Hampton Yacht Club as the Organizing Authority (OA).

RULES

1.1 All events shall be governed by the rules as defined by *The Racing Rules of Sailing, 2025-2028*.

COMMUNICATION WITH COMPETITORS

2.1 **Changes to the Sailing Instructions:** Notices to Competitors and any changes to the Sailing Instructions and/or Supplemental Sailing Instructions will be posted on the event's official notice board. The Official Notice Board is online corresponding to each individual event details page (See specific Event NOR).

2.2 The official communication channel of the Race Committee is VHF-72 unless otherwise noted in the Supplemental S.I.s or changed on the water in which case the RC will display Code Flag "L" and communicate on VHF-72 the new designated communication channel.

2.3 All boats shall have aboard a working VHF radio. The RC may broadcast its intentions, reasons for and possible duration of postponements, courses to be sailed, timing information, premature starters, safety considerations, etc. Such broadcasts are as a courtesy only and do not relieve boats of their responsibility to observe and respond appropriately to RC flags and signals.

RATINGS

3.1 All boats must have a current, valid rating certificate for the class under which they register to race (PHRF, ORC, etc.) with the exception of cruising classes which will be given a courtesy rating and confined to one headsail (1HS)

- a. Courtesy ratings are not subject to challenge or appeal.

SAIL NUMBERS

4.1 With the exception of the cruising class, all boats shall display CBYRA issued sail numbers, in conformance with RRS 77, except that a boat belonging to a One-Design class may alternately use the sail marking of her class.

4.2 A boat shall not display conflicting or obscured sail numbers without prior approval of the race committee for that race. Boats with black or carbon sails are encouraged to have contrasting white or easily identifiable sail numbers. Only a race committee may protest a boat for violating this rule. This changes RRS 60.1.



CLASS FLAGS & SPLITS

5.1 All competing boats shall clearly display their Class Code Flag from the backstay, transom lifeline, or stern pulpit.

<u>Class</u>	<u>Rating Range</u>	<u>Code Flag</u>
PHRF A	Up to 99	#9
Viper/Melges 24	One Design	Yellow
PHRF B/C	Over 100	#6
PHRF NS (2HS)	All Ratings	#5
PHRF Cruising (Spin)	All Ratings	2nd Repeater
PHRF Cruising (NS)	All Ratings	#8
Cruising (1HS)	All Ratings	White
ORC Perf Cruising	All Ratings	Green

**Races having additional fleets must designate those class flags in the Supplemental S.I.s.

RACING AREA

6.1 The NOR shall identify the racing area under VENUE. The RC may position the starting line within up to 1.5nm of the designated location without making a sound signal.

6.2 Once anchored, the RC may move the starting line to a new location by displaying Code Flag "L", sounding one horn, and changing location.

Mid-Distance COURSES

7.1 The course to be sailed will be designated in the NOR or Supplemental S.I.s or

7.2 Course Board: By using letters and numbers on a Course Board displayed on the RC Signal Boat prior to Warning.

- a. The final letter of the course indicates the Finish. If the course consists of multiple marks, marks shall be rounded in the sequence in which they are displayed (reading left to right or top to bottom).
- b. Marks designated in RED shall be left to Port. Marks designated in BLACK shall be left to Starboard.

7.3 In addition, there is a separate section that explains the procedure for designation of Drop Mark or Combo Courses. Good practice for competitors is to take a picture of the course board to reduce the chance of transcription error when copying down the course.

7.4 If a course is modified after being posted, the RC shall display Code Flag "L" with one sound signal and leave it up for as long as they deem necessary for all boats to note the change. RC should communicate the change via VHF-72.



Windward/Leeward COURSES

8.1 The course to be sailed will be designated in the NOR or Supplemental S.I.s. or

8.2 Course Board: By using letters and numbers on a Course Board displayed on the RC Signal Boat prior to Warning.

- a. "W" indicates Windward
- b. "L" indicates Leeward
- c. The number to follow indicates the number of complete laps to be sailed prior to Finish. (See Appendix A. Drop Mark Course Diagrams)

8.3 The RC may announce the course on the radio, giving the course to be sailed as well as the bearing and distance to the first mark.

MARKS

9.1 Government marks shall correspond to the Designated Mark List (CCVR) unless specified in the Supplemental S.I.s for the event. There is a separate list of Bay Marks and Harbor Marks. The listed position of marks is approximate and not intended to be used for navigation.

9.2 In the event that a designated government mark is missing, boats shall round the nearest charted aid to navigation.

START

10.1 All boats are encouraged to check-in before the start by passing close to the RC Signal Boat stern, motoring or sailing, hailing her sail number.

10.2 Races will be started using RRS 26 unless an alternate starting system is specified. The RC may attempt to alert competitors that a sequence is about to start with an Attention Signal. This shall be a series of short sounds made approx. one (1) minute prior to the Warning Signal. This is not a timed signal.

10.3 Unless otherwise noted, the starting line will be between an Orange Flag on the RC Signal Boat and the adjacent fixed or drop mark. The RC may set a "Stand-Off Buoy" from its stern. This buoy is considered to be part of the starting mark for purposes of RRS 31.

10.4 Boats not racing or not in their starting sequence are urged to remain clear of the starting area when other boats are in sequence.

RECALLS

11.1 Individual Recalls will be as per RRS 29.1. In addition to promptly displaying Code Flag "X" and making a sound signal, the RC may attempt to notify premature starters via VHF-72. If notification is intended, the Supplemental S.I.s should so state.

- a. Neither the failure of this transmission to be made or heard, the promptness of a notification, nor a boat's position in the sequence of notifications shall be grounds for granting redress. This changes RRS 61.1 (a).



FINISH

12.1 Unless otherwise specified, the finish line will be between the staff displaying a Blue Flag on the RC Finish Boat and the adjacent fixed or drop mark.

12.2 The display of Code Flag "A" without sound signal as boats finish means "No more racing today."

12.3 Each boat is responsible for recording its own finish time as well as listing the boats finishing directly ahead of and behind them. This information shall be provided to the RC upon request.

12.4 A boat approaching a finish line at night shall show a white light when ¼ mile away to call attention to her presence, and when crossing the finish line, illuminate her sail numbers.

12.5 In the interest of starting another race or completing the scoring in a timely manner, the RC may assign a finish position to the final finisher(s) in a class, provided that position can be determined to a reasonable certainty. Such boats will be scored as finished; and if another race is to be sailed, should return to the starting areas as quickly as possible. This changes RRS A4 and A5.

SCORING

13.1 The Low Point Scoring System of Appendix A shall be used unless modified in the NOR. One race is required to constitute a series. A boat's score for a series shall be the sum of all her scores in that series unless otherwise indicated in the NOR. This changes the RRS A2.

PROTESTS

14.1 A boat intending to protest an incident in the racing area must inform the RC immediately upon finishing or retiring. This notification may be by hail or VHF radio transmission and must be continued until acknowledged by the RC. This changes RRS 60.2.

RETIREMENT

15.1 Any boat retiring from a race and/or not intending to start a subsequent race shall promptly report this to the RC via hail or radio transmission and continue doing so until acknowledged by the RC. This notification is extremely important so that the RC may fulfill their responsibility to account for all boats at the conclusion of the race.

- a. Boats failing to make this notification may be protested by the RC and/or Protest Committee and penalized under RRS 2.

COMMERCIAL TRAFFIC

16.1 A boat shall not exercise right of way over, cross in close proximity to, or interfere in any way with commercial or military vessels or with tugs and tows that are unable to respond easily. Any boat protested under this rule will have the burden of proof that she did not interfere with the restricted vessel. Boats are encouraged to contact commercial traffic on VHF-13 if they are uncomfortable with their proximity to such ships.

16.2 Such a protest may be filed by any competitor or RC person who observed the incident. In addition, the RC, Protest Committee, or Organizing Authority may file a protest based on a report received from the offended vessel or from local military and/or civilian port authority. The



penalty for breaking this rule shall be Disqualification under RRS 2. Such a protest must be filed within 24 hours of the RC/OA receiving the report of the incident.

16.3 If a boat without way in a deep ship channel must use her engine to clear the channel, she shall not improve her position in the race, but may continue racing.

- a. Immediately upon finishing, she must report the incident to the RC and request redress for breaking RRS 42.1.

SEVERE WEATHER

17.1 Weather conditions may require cancellation of an event, relocation of the racing area, or adjustment of the scheduled starting time. In such case, the RC will make a radio announcement on VHF-72 approximately 90 minutes prior to scheduled warning and continue that radio announcement periodically for as long as they deem necessary.

DISCLAIMER OF LIABILITY

18.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. 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 regatta. It is the sole responsibility of the Skipper to ensure the boat complies with all class rules and that the boat is sound, seaworthy, and manned by a competent crew of appropriate number.

INSURANCE

19.1 Each participating boat shall be insured with valid third party liability insurance with a minimum coverage of \$300,000 per incident or equivalent.



Appendix A. Drop Mark Courses

- A. For drop mark courses, the starting line will be located approximately 0.1nm to leeward of the leeward mark or gate. The leeward mark or gate is not a mark of the course on the first leg.
- B. For courses finishing to leeward, the finish line will be located approximately 0.1nm to leeward of the leeward mark or gate. In this case, the leeward mark or gate is not a mark of the course on the final leg unless the course is shortened at that mark.
- C. For courses finishing to windward, the finish line will be between a blue flag on the Race Committee boat and the windward mark.
- D. When drop mark courses are used, the class flags on the course board will be followed by a red letter (and possibly a number) indicating which of the following courses is to be sailed. The Race Committee shall also display the approximate length and magnetic bearing of the first windward leg.
- E. To change the position of a mark, the Race Committee will lay a new mark and remove the original mark as soon as practical. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. The new mark will be of a different shape and /or color. If a subsequent change is necessary, the new mark will be replaced by the original mark.
- F. When a mark is changed, the Race Committee shall signal the change course by displaying Code Flag "C" with repetitive sounds signals and indicating the magnetic bearing to the new mark or displaying a red flag (change is to port) or a green flag (the change is to starboard). A change in the distance to the new mark shall be shown by displaying a minus sign if the leg will be shortened or a plus sign if the leg will be lengthened.
- G. When Code Flag "Q" is displayed with Code Flag "C" the course change will apply only to the final weather leg for each fleet.
- H. Per RRS 32, a course may be shortened at any rounding mark.