



2026 RS21 Women's Regatta
August 1-2

Organizing Authority: Bay Access
hosted by: Lakewood Yacht Club
2322 Lakewood Yacht Club Drive, Seabrook, TX 77586
(281) 474-2511 <http://www.lakewoodyachtclub.com>

SAILING INSTRUCTIONS

Revision 1 Published: July 31, 2026

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 shall be governed by the rules as defined in the *Racing Rules of Sailing*.
- 1.2 *The US Sailing Prescriptions* and the 2026 Galveston Bay Women's Championship Series, Notice of Series shall apply.
- 1.3 A woman shall helm and can have a mixed crew for this regatta.
- 1.4 There shall be a minimum of three crew, and maximum of 4 crew, at least two (2) of which shall be female (including the helmsperson).

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.
- 2.2 Changes to a sailing instruction may be made on the water by the display of the L Flag on the Signal Boat and displayed on a notice board located on the stern of the Signal Boat in accordance with RRS 90.2(c). Each competitor will sail past the Signal Boat on starboard tack and acknowledge the change.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://theclubspot.com/regatta/YjWnq7rMBt>. Unofficial notices may also be posted on the glass entryway to the Lakewood clubhouse foyer from the pool area.
- 3.2 [DP] All boats shall carry a VHF radio capable of communicating on US Coast Guard required channels.
- 3.3 On the water, the race committee intends to communicate with competitors on VHF Channel 69.
- 3.4 [DP] 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.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the Lakewood Yacht Club flagpole.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

5. SCHEDULE OF RACES

5.1 The intended schedule is as follows:

Saturday, August 1

900-1100	Check-in
900-1130	Optional practice/Charterer certification
1130	Competitors Briefing
1200	Harbor Start
1230	First Warning Signal
Post-race	Informal debrief and social at LYC

Sunday, August 2

1000	Competitors Briefing
1030	Harbor Start
1100	First Warning Signal
1500	No Warning Signal after 1500
Post-race	Awards
Up to ten (10) races will be held.	

5.2 Flag "A" (ALPHA) displayed with no sound while boats are finishing means "no more racing today".

6. CLASS FLAGS

The Class flag will be the RS21 flag.

7. RACING AREA

- 7.1 All races are expected to be held on Clear Lake near Lakewood Yacht Club, however, depending on conditions, racing may be held on Galveston Bay near the Clear Lake Channel.
- 7.2 The race area will be announced at the Competitors Briefing.

8. [NP] CHECK IN

- 8.1 Prior to the warning for the first race of each day, each boat shall check-in by passing on starboard tack, close astern of the Race Committee Signal Boat displaying the code flag "L" and hailing her sail number until being acknowledged by the Race Committee.
- 8.2 Boats failing to check-in shall receive a 20% scoring penalty in the first race of the day, without a hearing, calculated as specified in accordance with RRS 44.3 (c). This modifies RRS 63.1 and A5.

9. COURSES

- 9.1 Addendum: *Course Diagram* shows the course, the order in which the marks are to be passed, and the side on which each mark is to be left.
- 9.2 No later than the warning signal, the race committee will designate the course and the approximate compass bearing of the first leg on the course board.
- 9.3 At the gate, if only one mark is present it shall be rounded leaving it to port. This changes RRS 34.

10. MARKS

- 10.1 Mark 1, ~~2S, and 2P are yellow~~ is an orange tetrahedron. Marks 1a, 2S, and 2P will be orange buoys. ~~Offset and gates are marks or floating shapes.~~ Course changes for Mark 1 made in accordance with RRS 33 will replace the orange tetrahedron with a yellow tetrahedron. Course changes for Marks 2P and 2S will be made by moving the same orange buoys.

11. OBSTRUCTIONS

Boats shall not enter the Houston Ship Channel while racing. Ship channels are designated as obstructions.

12. THE START

- 12.1 Races will be started using RRS 26.
- 12.2 The starting line will be between a staff displaying an orange flag from the Race Committee Signal boat and the course side of the starting mark, **which will be an orange buoy.**
- 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 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 changes RRS 61.4(b)(1).
- 12.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 35 and A5.1.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The change marks are orange tetrahedrons. Change Mark 1 will not have an offset.
- 13.2 To change the next leg of the course, the Race Committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14. THE FINISH

The Finish Line will be between a staff displaying a blue flag on the Race Committee Signal boat and a nearby floating shape.

15. PENALTY SYSTEM

- 15.1 The Scoring Penalty, RRS 44.3, shall not apply. Appendix T1 shall 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 her penalty shall be to retire immediately with immediate revocation of their charter without refund. Per Rule 65.1c, the charterer will be responsible for all damages in this case.
- 15.3 RRS 44.1 is changed to that if a boat breaks Rule 14, whether resulting in significant damage or injury or not and is not exonerated under RRS43 then her penalty shall be to retire immediately with immediate revocation of their charter without refund. There will be zero tolerance on collisions. Per Rule 65.1c, the charterer will be responsible for all damages in this case.
- 15.4

16. TIME LIMITS AND TARGET TIMES

- 16.1 Time limits and target times are as follows:
 - Mark 1 Time Limit 40 minutes
 - Finishing Window 10 minutes
- 16.2 If no boat in a class has passed the first mark within the Mark 1 Time Limit, the race shall be abandoned for that class.
- 16.3 The Finishing Window is the time for boats to finish after the first boat in a class sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, shall be scored DNF.
- 16.4 RRS A5.3 is in effect.

17. HEARING REQUESTS

- 17.1 A boat intending to protest does not need to display a red flag but shall hail "protest" and inform the Race Committee by sailing past the Race Committee Signal boat and hailing her intent to protest at the first reasonable opportunity after the end of the race in which the protested incident occurred and before the preparatory signal for the next race. The protesting boat shall identify the other boat and receive acknowledgment from the Race Committee boat before leaving the finish area. Boats that do not finish shall report their intent to protest to any race committee boat at the first possible opportunity. This modifies RRS 60.2(a)(1).

- 17.2 Intentions to protest shall be reported to the Race Committee Signal boat no later than 10 minutes following the last boat finishing the last race of the day.
- 17.3 The protesting and protested skippers are encouraged to use the Three Minute Justice system in the attached Addendum to resolve the protest. If either skipper does not agree to using the Three Minute Justice system, the protestor shall prepare a written protest pursuant to RRS 60.3 and deliver it to the Protest Committee table located at the Lakewood Yacht Club clubhouse lobby within the following protest time limit: 60 minutes after the Race Committee Signal boat docks in the Lakewood Yacht Club harbor following the last race of the day. If both skippers agree to using the Three Minute Justice system, but the protestor disagrees with the opinion by the "3 Minute Protest Committee" after the Three Minute Justice meeting, the protestor shall prepare a written protest pursuant to RRS 60.3 and deliver it to the Protest Committee table located at the Lakewood Yacht Club clubhouse lobby within the following protest time limit: 75 minutes after the Race Committee Signal boat docks in the Lakewood Yacht Club harbor following the last race of the day.
- 17.4 Protests for alleged breaches of RRS Part 2 (except when injury or serious damage occurred), RRS 31, RRS 42, or RRS 44 may be adjudicated by using Three Minute Justice on the dock after racing. The procedure for Three Minute Justice is described in Addendum *Three Minute Justice*. This changes RRS 60.3(a), 63.3, 63.4, 63.5, 63.6 (b), and 63.7. If the parties to a Three Minute Justice meeting do not agree with their opinion or recommendation for a post race penalty, all protests and requests for redress will be heard per the RRS and must be filed in writing no later than 1 hour after the Race Committee Signal boat docks in the harbor following the last race of the day. Protest forms will be available at Lakewood Yacht Club clubhouse lobby and must be returned completed to the protest committee desk located there no later than the filing deadline indicated in these SI's.
- 17.5 Breakdown of a chartered boat shall be verbally reported to the Race Committee Signal boat by the competitor at the earliest reasonable time which it can be done safely. Breakdowns may be reported using VHF Channel 69. A boat shall continue to sail the race if it may do so safely. Addendum *Guidelines for Redress for Breakdowns* may be used as a guideline by the protest committee for any requests for redress due to breakdown.
- 17.6 Competitors who intend to protest are required to bring their own device for electronic and telephonic communication in a hearing.

18. SCORING

- 18.1 The scoring system is in accordance with Appendix A of the RRS.
- 18.2 One (1) race is required to be completed to constitute a regatta.
- 18.3 When six (6) or more races have been completed, a boat's score is the total of her race scores excluding her worst score.

19. SAFETY REGULATIONS

- 19.1 [DP] RRS 40 is changed so that each competitor shall wear a U.S. Coast Guard approved life jacket (PFD), in good condition, that is 100% dependent on foam for flotation (i.e., inherently buoyant) and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding or removing clothing. A violation of this instruction may be protested by race officials or a competitor; however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee.
- 19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. If a boat retires but is unable to receive acknowledgment of its retirement from the Race Committee, the boat shall contact the LYC office at 281474-2511 at the first reasonable opportunity. Failure to comply with this requirement may result in disqualification from this regatta.

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 Race Committee at the first opportunity for repair.

21. DISCLAIMER OF LIABILITY

- 21.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The Organizing Authority and Lakewood Yacht Club 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.
- 21.2 The Skipper of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any support person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations as well as the host club's restrictions or with any reasonable request of the Organizing Authorities, Race Officers, Regatta Committee members, or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

22. FURTHER INFORMATION

For further information, please contact:

Principal Race Officer

Megan Larson – megan.larson.hyc@gmail.com

Regatta Chair

Meghan Mutlu – meghan.pesch@gmail.com

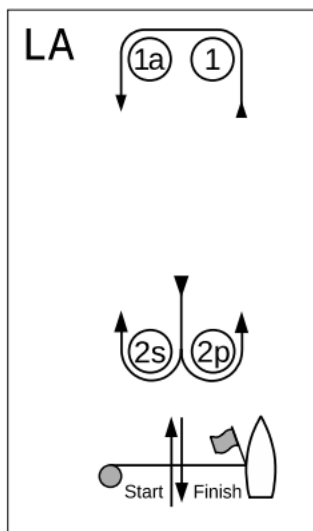
Chief Judge

[Jay Grills – jgrills@evantage.com](mailto:jgrills@evantage.com)

LYC RS21 Fleet Manager

RS21Fleet@lakewoodyachtclub.com

ADDENDUM: COURSE DIAGRAM



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
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

ADDENDUM: THREE MINUTE JUSTICE

“Three Minute Justice” involves boats taking voluntary post race penalties. “Three Minute Justice” is a meeting, not a hearing, and the “3 Minute Protest Committee” does not reach a decision; they offer an opinion about how they believe a protest hearing would decide the incident. The decision whether to take a voluntary post race penalty, or to retire, or to press for a protest hearing lies with the competitors. If the protestor and protestee agree to using the following voluntary system prior to filing a protest or a request for redress pursuant to RRS 60.3 and these Sailing Instructions, the following “Three Minute Justice” will be used to obtain an opinion about how the protest committee may decide a protest pursuant to RRS 63. If the competitors decide to take a voluntary post race penalty, once that decision is communicated to the “3 Minute Protest Committee” it is irrevocable, and not subject to appeal or redress.

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. Both skippers must meet as soon as possible after returning to shore and, if they voluntarily decide to use the Three Minute Justice system, a Three Minute Justice meeting shall be 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 “3 Minute Protest Committee” for a Three Minute Justice meeting, 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 “3 Minute Protest Committee” member who will serve as the chairman for the Three Minute Justice meeting.
3. The protestee and protestor will both state if they have any objections to the members of the “3 Minute Protest Committee”. If a party has an objection to a “3 Minute Protest Committee” member the other party has the opportunity to select a different competitor for the “3 Minute Protest Committee”. If a party still has an objection then the protest shall be filed in accordance with RRS 60.3 within the protest time limit indicated in these Sailing Instructions and decided by the protest committee.
4. At the outset of the Three Minute Justice meeting, the “3 Minute Protest Committee” will offer an opinion about validity and continue with the Three Minute Justice meeting if their opinion is that the protest committee may decide the protest is valid or close the meeting if their opinion is that the protest committee may decide the protest is not valid.
5. The parties each have one minute to present their case to the “3 Minute Protest Committee”. The protestor has one minute to describe the incident including when and where it occurred and the rule(s) believed to have been broken. The protestee then has one minute to present her side of the case. Each party may have up to 30 seconds to ask questions of the other party during their one minute. If any party wants a witness to resolve a matter of fact, the witness must be present before the meeting begins. Questions must be asked all at one time and no follow up questions are allowed. The parties and their witnesses then each have 30 seconds to answer any questions from the “3 Minute Protest Committee”.
6. No witnesses are allowed unless requested in advance of the meeting by a party, present before the meeting begins, or requested by one or more members of the “3 Minute Protest Committee”. Only “3 Minute Protest Committee” members may question witnesses.
7. If the “3 Minute Protest Committee” believes that the protest involves infraction of rules other than those stated in the Sailing Instructions or that injury or serious damage may have occurred, then the chairman of the “3 Minute Protest Committee” will inform the protestor that Three Minute Justice does not apply, shall close the Three Minute Justice meeting, and shall notify the protest committee that injury or serious damage may have occurred or that there may have been an infraction of other rules.
8. The “3 Minute Protest Committee” has one minute to deliberate in private, provide the parties with their opinion and not with any of the facts or reasoning supporting their opinion, and offer a post-race penalty.

Following the opinion of the "3 Minute Protest Committee" it will ask the parties of their decision to take a post race penalty. The parties can then accept the post race penalty or not. If the parties agree with the post race penalty, the parties shall immediately inform the "3 Minute Protest Committee" of the post race penalty to be taken and the "3 Minute Protest Committee" shall immediately inform the protest committee and the Race Committee. If the parties do not agree with the post race penalty, the parties shall immediately inform the "3 Minute Protest Committee" of their decision. If the parties do not agree with the opinion by the "3 Minute Protest Committee", or the "3 Minute Protest Committee" cannot give an opinion or offer a post-race penalty because of the complexity or difficulty of the protest, then the protestor may file a protest in accordance with RRS 60.3 within the protest time limit indicated in these Sailing Instructions if the protestor wishes to pursue the protest further and the protest shall then be decided by the protest committee.

9. A party may not request that a Three Minute Justice hearing be reopened by the "3 Minute Protest Committee".

ADDENDUM: GUIDELINES FOR REDRESS FOR BREAKDOWNS

RRS 61.4(c): "If a boat is entitled to redress, the protest committee shall make as fair an arrangement as possible for all boats affected, whether or not they ask for redress. This may be to adjust the scoring (see rule A9 for examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement,"

The following guidelines may be considered by the protest committee if the protest committee grants redress:

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's score may be adjusted. If there is doubt, it may be presumed that the crew is not at fault.

c) Adjustment of Scores for Breakdowns - When the Protest Committee grants a request for redress, it may use one of the following methods in addition to the guidelines on redress in A9 of the RRS:

i) Unless (c)(ii) or (iii), below, apply, points may be awarded as the boat's average score for all other races that day. However, the boat may 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 score adjustment 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 may be scored as having finished behind the RDG boat.

iii) When method (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 adjust the score for that boat differently.

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 may 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 may 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 score adjustment may 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?

A score adjustment due to breakdowns may be made only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred may be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure which may result in a score adjustment, even though the equipment may still be serviceable, and even if the competitor made a visual inspection before the race, are:

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 which may not result in a score adjustment are:

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.