

2026 SCHEDULE OF RACES

Event	Race Meeting	Race Dates	First Warning Signal
Spring Tuesday Racing Series	1730	May 5, 12, 19, 26 June 2, 9, 16, 23, 30 July 7	1825
Summer Tuesday Racing Series	1715	July 14, 21, 28	1810 (Starting Aug) 1755 (Starting Sept)
	1700	Aug 4, 11, 18, 25 Sept 1, 8, 15	
Pursuit Races	1715	June 30	1825
	1700	July 7, 14, 21	
Season Opener	TBA	May 2	To be announced at race meeting
Memorial Cup	TBA	July 18	To be announced at race meeting
Astoria Regatta	TBA	August 7 & 8	To be announced at race meeting
Closing Day Race	TBA	September 19	To be announced at race meeting



2026 AYC Sail Racing Season

SEASON OPENER May 2, 2026

TUESDAY RACING SPRING SERIES May 5 – July 7

TUESDAY RACING SUMMER SERIES July 14 – September 15

MEMORIAL CUP July 11

ASTORIA REGATTA August 7 & 8 (see separate NOR)

CLOSING DAY RACE September 19

Astoria Yacht Club (Organizing Authority)
Astoria, Oregon, USA

NOTICE OF RACE

1. RULES

- 1.1 Races will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The prescriptions of *US Sailing* will apply; except that the prescriptions regarding Rule 63.2 and Rule 63.4 shall not apply.
- 1.3 The notation '[DP]' in a rule means that the penalty for a breach of that 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).
- 1.4 RRS 40 will be changed as follows: Replace the entire Rule with, "Competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. This rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices. Flag Y need not be displayed." [DP]

2. ELIGIBILITY AND ENTRY

- 2.1 All races are open to all boats of a one-design, level or PHRF class. At least three boats are required to constitute a separate one-design class or level fleet class, and they must so advise the race committee of their intent to be scored as a separate class prior to the competitor meeting for the applicable regatta or series.
- 2.2 PHRF handicap ratings will be assigned by the organizing authority to all boats racing as a PHRF class using US Sailing data or other current rating certification as a base rating guideline. Boats being entered in any non-stock configuration that would alter their base rating may be required to provide evidence of their non-stock configuration prior to racing; provided that failure to do so may result in an adjusted base rating being assigned for that boat.
- 2.3 Eligible boats shall enter by completing the [Astoria Yacht Club Registration Form \(Attachment A\)](#) and paying the applicable fee prior to competing. The entry form and race entry fee must be received by the organizing authority prior to the end of the competitor meeting for the applicable regatta or race. [DP]
- 2.4 Each boat shall provide the race committee with emergency contact information for each person aboard. A completed [Race Crew Manifest Form \(Attachment B\)](#) shall be provided to the race committee each day prior to the signal boat leaving its moorage. [DP]



2026 AYC Sail Racing Season

SEASON OPENER May 2, 2026

TUESDAY RACING SPRING SERIES May 5 – July 7

TUESDAY RACING SUMMER SERIES July 14 – September 15

MEMORIAL CUP July 11

ASTORIA REGATTA August 7 & 8 (see separate NOR)

CLOSING DAY RACE September 19

Astoria Yacht Club (Organizing Authority)
Astoria, Oregon, USA

SAILING INSTRUCTIONS

1. RULES

- 1.1 Race signal "AP" will be changed as follows: Replace the second sentence with "The warning signal will be made no less than 2 minutes after removal."
- 1.2 Any type of self-steering apparatus may be used by competitors who are registered as sailing single-handed or short-handed, but competitors must maintain a watch on deck at all times. This changes RRS 52.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Except as provided in paragraph 2.2, any change to the sailing instructions or a race cancellation will be posted no later than one hour before the scheduled warning signal on the day it will take effect.
- 2.2 The race committee may make oral changes to the sailing instructions on the water which shall be announced by VHF marine radio. The failure to make announcements, the failure to hear the communications, or any other issue regarding the communication shall not be grounds for redress by a boat. This changes RRS 60.1(b).

Event	AYC Members	Non- Members
Spring Tuesday Series	\$80	\$120
Summer Tuesday Series	\$80	\$120
Both Tuesday Series	\$150	\$230
Tuesday Series Single Race	\$15	\$20
Season Opener	\$15*	\$20*
Memorial Cup	\$40	\$60
Closing Day Race	\$15*	\$20*
Full Season - All races listed above	\$175	\$275

•Entry fees are as follows:

•* No fee for Season Opener and Closing Day Race when paying for both Tuesday series or Full Season.

• (Astoria Regatta fees are listed separately and not included above – Please see the Astoria Regatta NOR for more information)

2025 Tuesday Spring Series - Final

Columbia River

2025 Spring Series - Final

Overall

Sailed: 10, Discards: 3, To count: 7, Rating system: PHRFOT, Entries: 6, Scoring system: Appendix A

Rank	Fleet	Boat	Class	Club	Captain	Base Rating	May 6	May 13	May 20	May 27	June 3	June 10	June 17	June 24	July 01	July 08	Total	Nett
1st		Barefoot	Cal 27	AYC	Paul Gascoigne	207	1.0	1.0	(7.0 DNC)	(7.0 DNC)	1.0	1.0	(2.0)	1.0	1.0	1.0	23.0	7.0
2nd		Cara Mia	Olson 30	AYC	Tom Brownson	99	2.0	3.0	2.0	1.0	(4.0)	(4.0)	3.0	(7.0 DSQ)	3.0	2.0	31.0	16.0
3rd		Aja	Ericson 35-2	AYC	Rich Elstrom	171	3.0	2.0	(7.0 DNC)	(7.0 DNC)	3.0	2.0	1.0	(7.0 DNC)	7.0 DNC	7.0 DNC	46.0	25.0
4th		Blue Jay	Cal 29	AYC	Jim Mandez	186	4.0	(7.0 DNC)	1.0	(7.0 DNF)	(7.0 NSC)	6.0	4.0	3.0	7.0 DNC	4.0	50.0	29.0
5th		Spar Trek	Express 27	AYC	Kris Amundson	150	(7.0 DNC)	(7.0 DNC)	(7.0 DNC)	7.0 NSC	2.0	3.0	7.0 DNC	7.0 DNC	2.0	3.0	52.0	31.0
6th		Galatea	Hunter 26		Grant Loomis	228	(7.0 DNC)	(7.0 DNC)	(7.0 DNC)	7.0 DNC	7.0 DNC	5.0	7.0 DNF	2.0	7.0 DNS	5.0	61.0	40.0

Sailwave Scoring Software 2.29.0
www.sailwave.com

2025 Summer Series - Final

Overall

Sailed: 9, Discards: 3, To count: 6, Rating system: PHRFOT, Entries: 6, Scoring system: Appendix A

Rank	Fleet	Boat	Class	Club	Captain	Base Rating	July 15	July 22	July 29	Aug 12	Aug 19	Aug 26	Sept 2	Sept 9	Sept 16	Total	Nett
1st		Barefoot	Cal 27	AYC	Paul Gascoigne	201	1.0	1.0	1.0	1.0	1.0	1.0	(2.0)	(7.0 DNC)	(7.0 DNC)	22.0	6.0
2nd		Cara Mia	Olson 30	AYC	Tom Brownson	99	2.0	(4.0)	(3.0)	(4.0)	3.0	3.0	1.0	1.0	1.0	22.0	11.0
3rd		Aja	Ericson 35-2	AYC	Rich Elstrom	171	(7.0 DNC)	2.0	(4.0)	2.0	2.0	2.0	(3.0)	2.0	2.0	26.0	12.0
4th		Spar Trek	Express 27	AYC	Jay McRostie	150	3.0	(7.0 DNC)	2.0	3.0	(4.0)	(4.0)	4.0	3.0	3.0	33.0	18.0
5th		Blue Jay	Cal 29	AYC	Jim Mandez	186	4.0	3.0	(6.0)	(7.0 DNC)	(5.0)	5.0	5.0	4.0	4.0	43.0	25.0
6th		Galatea/Highlander	Hunter/Albin 26/30	AYC	Grant Loomis	228	(7.0 DNC)	5.0	5.0	(7.0 DNC)	6.0	(7.0 DNF)	7.0 DNC	7.0 DNF	5.0	56.0	35.0

Sailwave Scoring Software 2.29.0
www.sailwave.com

Local Rules - Discussion

- Prior to the start sequence, come within hailing of the committee boat and report your crew headcount.
- The course will be called on the water at the committee boat. While at the committee boat, it is the Captain's responsibility to acquire course number and rounding direction.
- Tuesday Nights – Start sequence will start promptly at 18:25 with the race starting at 18:30. Changes later in season – Watch the schedule.
- Monitor channel 68 throughout the race.

Local Rules - Continued

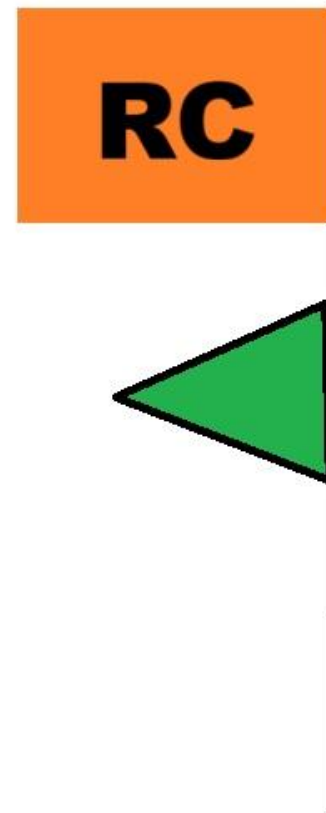
- During the start sequence you are not allowed to cross the line. Any crossing of the line early requires that you go “around the end” to restart. No dipping.
- Shipping Traffic – Vessels limited to the channel – Stay clear, make your intentions obvious. Monitor channels 16 & 13. Ship names are available on AIS or online Apps. Radio the ship on channel 13 to communicate if needed.
- 5 “Blasts” from the ship is an automatic DQ

Local Rules - Continued

- Races finish deadline will be at the published sunset time for that day. Any boats not finished by that time will be recorded as DNF.
- Last boat to finish shall stay on the water and wait for the committee boat.

Course Information

14



Course Lists – Listed in NOR

Make sure you use THIS year's list.

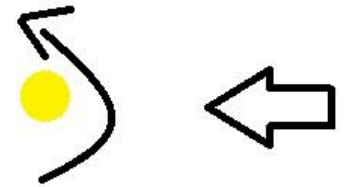
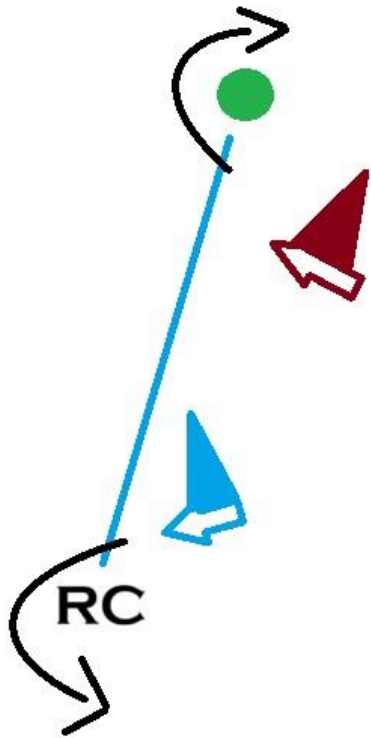
Start/Finish Line is first & last mark listed

	A Fleet	Dist.	B Fleet	Dist.
1	33-31-33	1.5	33-31-33	1.5
2	33-31-35A-33	2.4	33-31-35A-33	2.4
3	33-31-Gate(CB/33) -31-33	3	33-31-Gate(CB/33)-31-33	3
4	33-29-33	3	33-31-33	1.5
5	33-29-35A-33	3.9	33-31-35A-33	2.4
6	33-29-Gate(CB/33)-31-33	4.5	33-31-Gate(CB/33)-31-33	3
7	33-29-Gate(CB/33)-29-33	6	33-29-Gate(CB/33)-31-33	4.5
8	33-27-33	4.6	33-29-33	3
9	33-27-35A-33	5.5	33-29-35A-33	3.9
10	33-25-33	7.4	33-27-33	4.6
11	33-31-37-33	4.4	33-31-35B-33	3.3
12	33-29-37-33	5.9	33-31-37-33	4.4
13	33-YB-33	2.8	33-YB-33	2.8
14	33-YB-35A-33	3.7	33-31-35A-33	2.4
15	33-31-YB-33	2.9	33-YB-33	2.8
16	33-29-YB-33	3.4	33-31-YB-33	2.9
17	33-WM-33	2.3	33-WM-33	2.3
18	33-WM-33-WM-33	4.6	33-WM-33-31-33	3.8
19	33-WM-35A--33	3.1	33-31-35A-33	2.4
40	33-29(S)-27-29(P)-33	4.7	33-29(S)-27-29(P)-33	4.7
41	33-29(S)-27-29-27-33	6.4	33-29(S)-27-29(P)-33	4.7
42	29-27-29	1.6	29-27-29	1.6
43	29-25-29	4.4	29-25-29	4.4
44	29-27-29-27-29	3.2	29-27-29-27-29	3.2
45	29-25-29-27-29	6	29-27-29-27-29	3.2

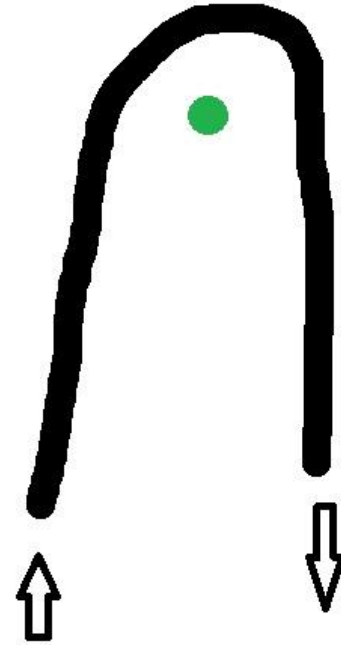
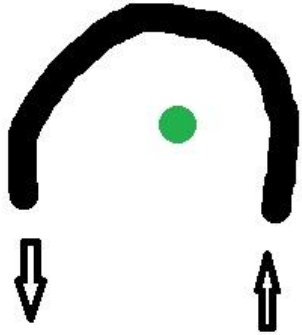
East S/F = 37

	A Fleet	Dist.	B Fleet	Dist.
20	37-35B-37	1.1	37-35B-37	1.1
21	37-35B-39-37	2.1	37-35B-39-37	2.1
22	37-35B-39-35B-37	3.2	37-35B-37-35B-37	2.2
23	37-35B-39-35B-39-37	4.2	37-35B-37-35B-39-37	3.2
24	37-35B-40-37	2.8	37-35B-39-37	2.1
25	37-35B-40-35B-37	3.9	37-35B-39-35B-37	3.2
26	37-35B-40-35B-40-37	5.6	37-35B-39-35B-39-37	4.2
27	37-35B-40-39-37 (Port)	2.9	37-35B-40-39-37 (Port)	2.9
28	37-35B-39-40-37 (Starboard)	2.9	37-35B-39-40-37 (Starboard)	2.9
29	37-35B-42-37	5.9	37-35B-40-37-40-37	4.5
30	37-33-37	2.9	37-35A-37	2
31	37-31-37	4.4	37-33-37	2.9
32	37-29-37	5.9	37-31-37	4.4
33	37-27-37	7.4	37-29-37	5.9

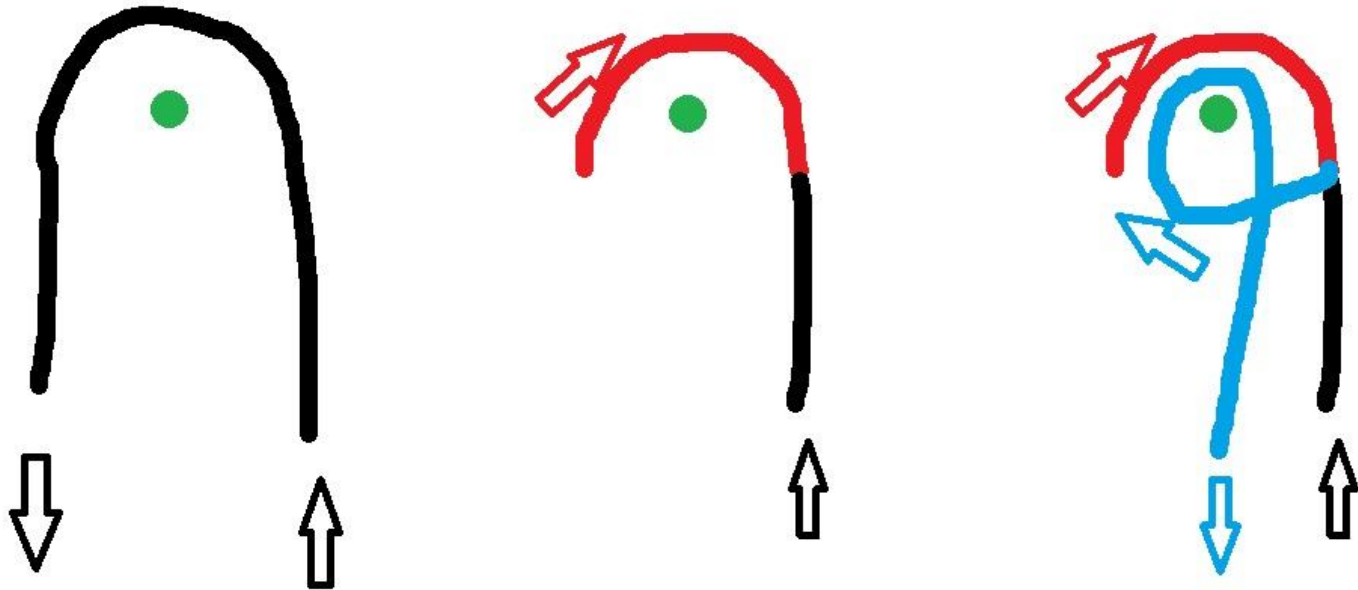
Courses with “Gates”



Rounding Mistakes



“Unwinding the String”



Introduction to the Sailboat Racing Rules

*Some portions taken from -
Peter Winkelstein*

Revised 6/17/2011

Copyright 2005, 2006, 2011 Peter Winkelstein

Permission is granted to reproduce freely with the condition that this slide is duplicated in its entirety

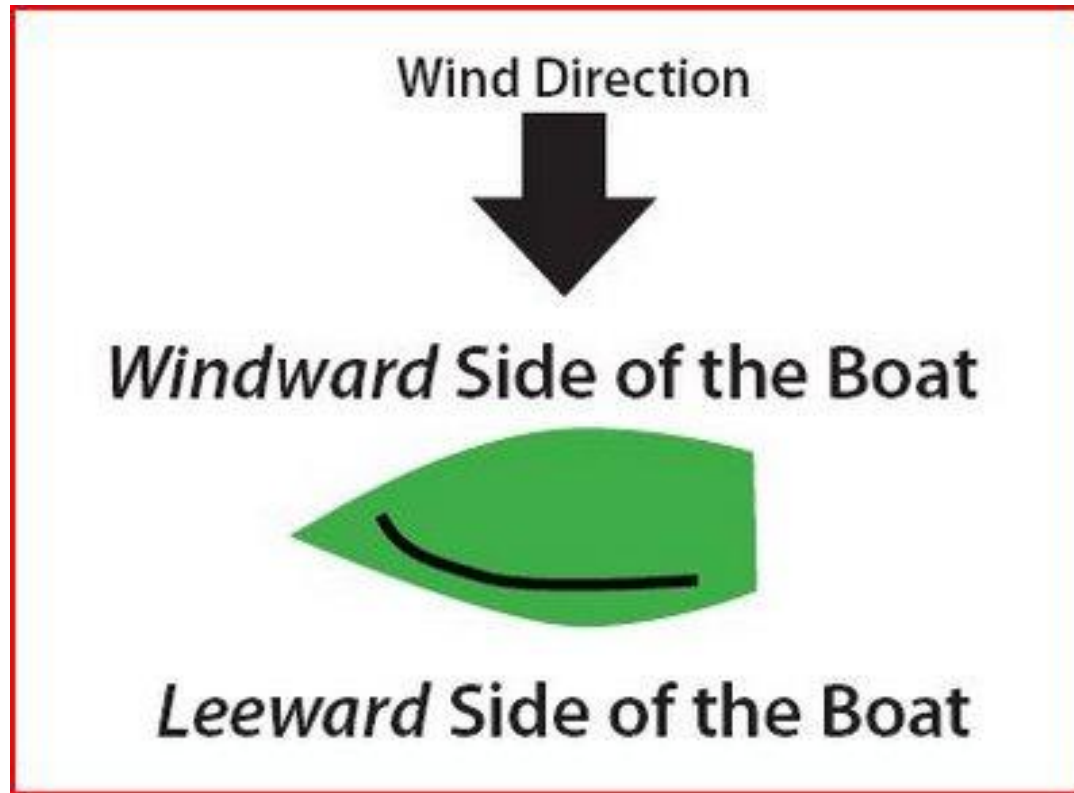
Expectations

- **All Captains are expected to learn and understand the rules of racing. Attendance of this very basic rules class does NOT exonerate you from this responsibility.**
- You intend to use these rules as a shield, not a sword
 - Meaning, you want to keep out of trouble and still win races
 - Ignorance of the rules can make a sailor overly timid
 - Ignorance of the rules can make a sailor dangerous

Overview

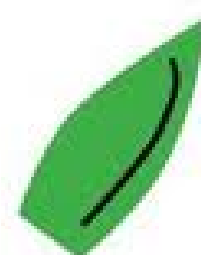
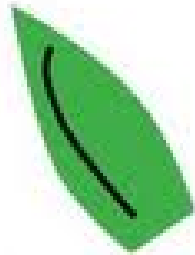
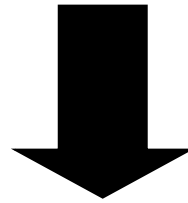
- Basic rules everyone should know
- Passing situations
- Meeting situations
- Mark roundings
- Obstructions
- Basic Review
- Local Rules & Procedures
- Starting Sequence

Review: Windward - Leeward



Review: Starboard - Port Tack

Wind Direction



Starboard Tack

Port Tack

Wind coming over the starboard (right) side of boat. Sails on port (left) side.

Wind coming over the port (left) side of boat. Sails on starboard (right) side.

Basic right-of-way rules

Basic rules everyone should know

- Starboard tack/port tack
- Windward/leeward
- Overtaking
- Rounding marks
- Don't hit other boats, even if you have the right-of-way!

Basic Responsibilities

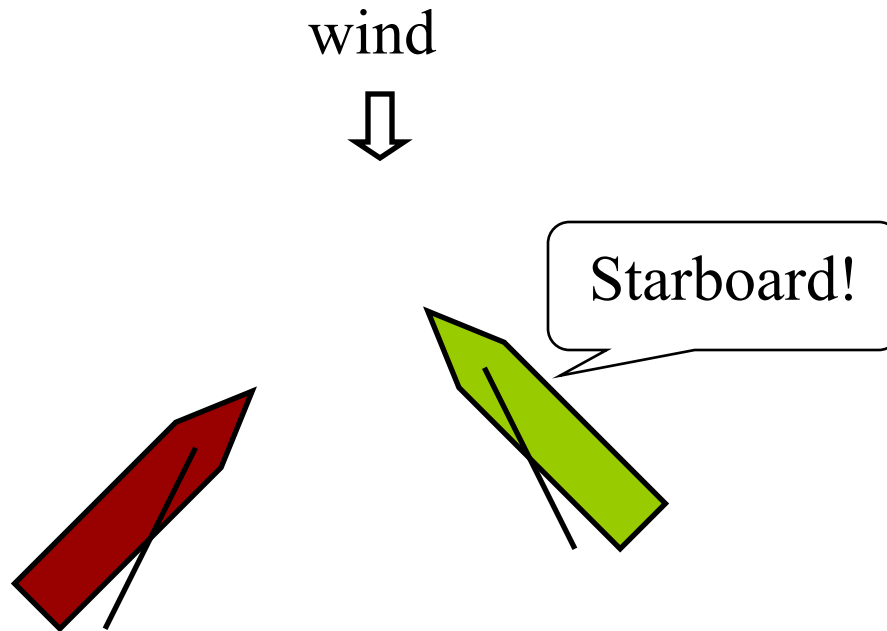
- “Competitors in the sport of sailing are governed by a body of *rules* that they are expected to **follow** and **enforce**. A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.” – Sportsmanship and the Rules
- “A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room or mark-room*
 - (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room or mark-room*, and
 - (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.” – Rule 14

The Fundamental Concepts

- “A boat *keeps clear* of a right-of-way boat ... if the right-of-way boat can sail her course without need to take avoiding action ...” – Definition *Keep Clear*
- To say that Boat A has “right of way” over boat B is exactly the same as saying B must *keep clear* of A.
- *Room* is “the space a boat needs ... [to] maneuver promptly in a seamanlike way” – definition *Room*
- First, decide who has right of way. Then decide whether she might need to give the other boat room.

Basic Rules 1 – Opposite Tacks

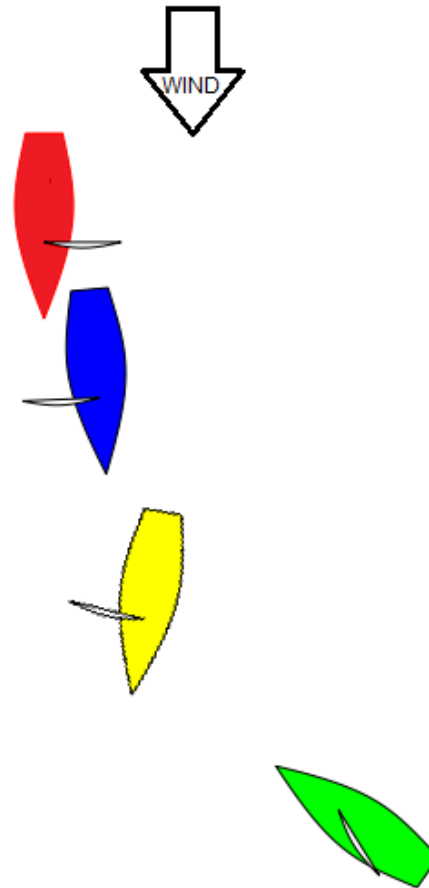
- A boat on starboard tack has right of way over a port tack boat



On Opposite Tacks

- “When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.” – rule 10
- Generally, a boat is on the tack opposite to the side on which her boom **lies**.
- **Always** start your rules analysis with “What tack am I on? What tack is the other boat on?”

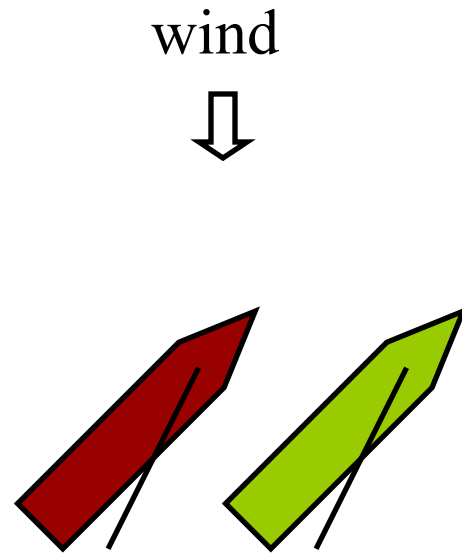
Who's on Starboard Tack?



Answer: Red and Green. Blue and Yellow must keep clear of Red and Green!

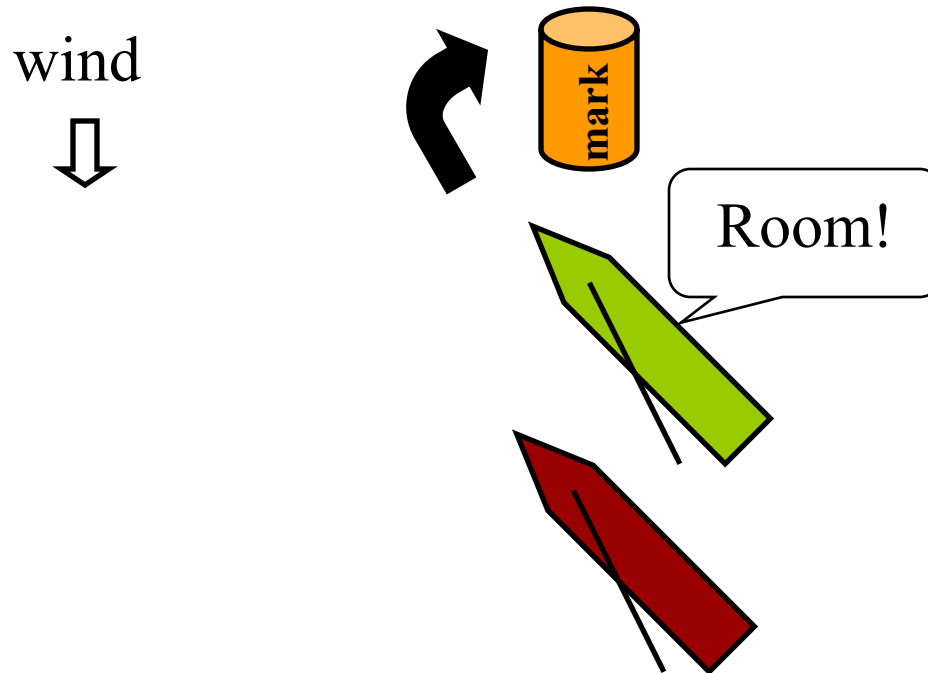
Basic Rules 2 – Same Tack

- A boat to leeward has right of way over a windward boat on the same tack



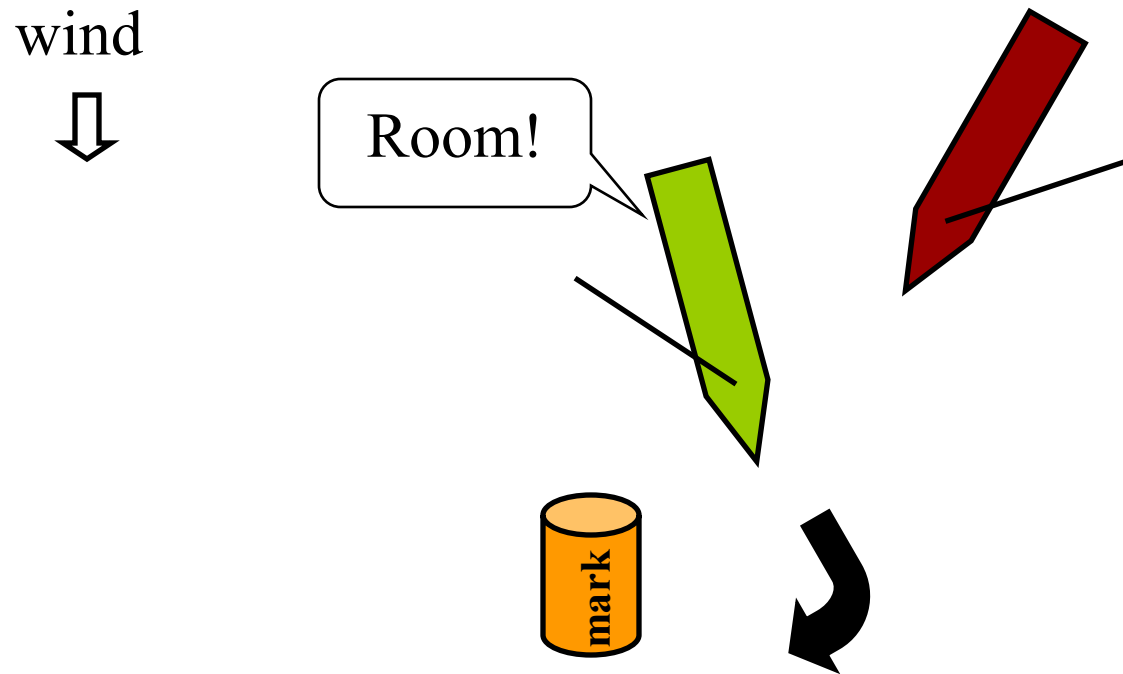
Basic Rules 3

- When rounding a windward mark, an inside boat on the same tack must be given room



Basic Rules 4

- When rounding a leeward mark, an inside boat must always be given room



Basic Rules 5

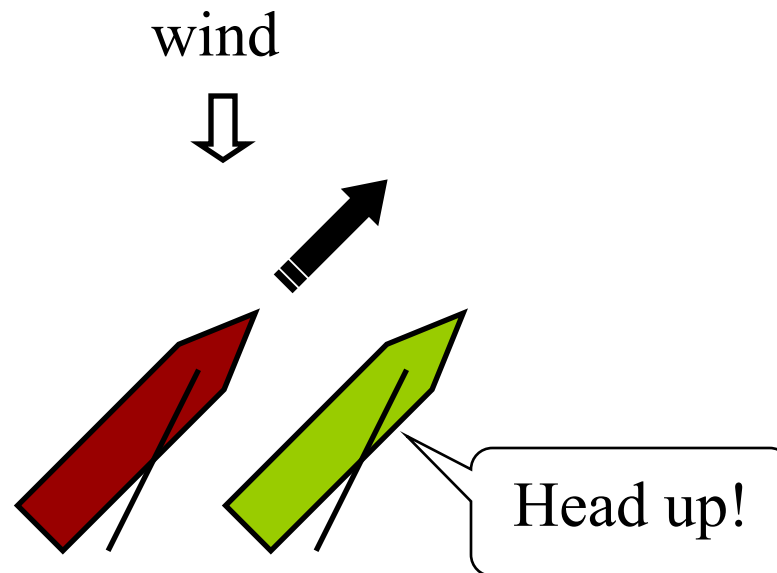
- A boat which is tacking must keep clear of one that is not
- A boat clear astern must keep clear of boat ahead
- When a right-of-way boat changes course, she must give other boats room to keep clear

Basic Rules 6

- What do I do if I break a rule?
 - If you break a right-of-way rule, you must do two turns promptly after the incident
 - If you touch a mark, you must do one turn promptly
 - If there was serious damage, you must retire
 - You must keep clear of other boats when doing your penalty turns

Passing Situations 1

- A boat passing to windward must keep clear of a leeward boat on the same tack. The leeward boat may luff to prevent the pass.

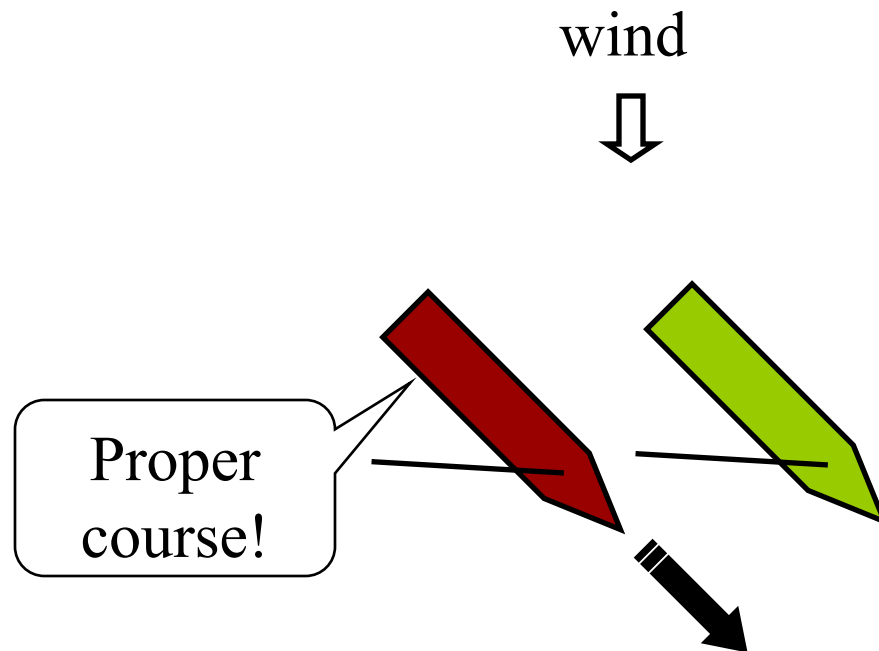


On the Same Tack

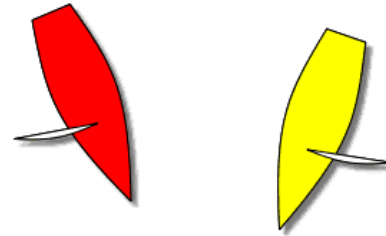
- “When boats are on the same *tack* and overlapped, a *windward* boat shall *keep clear* of a *leeward* boat” – rule 11
- “When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*” – rule 12
- Remember, these rules only apply when the boats are on the same tack. Otherwise, port must keep clear of starboard.

Passing Situations 3

- On an offwind leg, a boat being passed to leeward on the same tack must not sail below her proper course



Implications Offwind



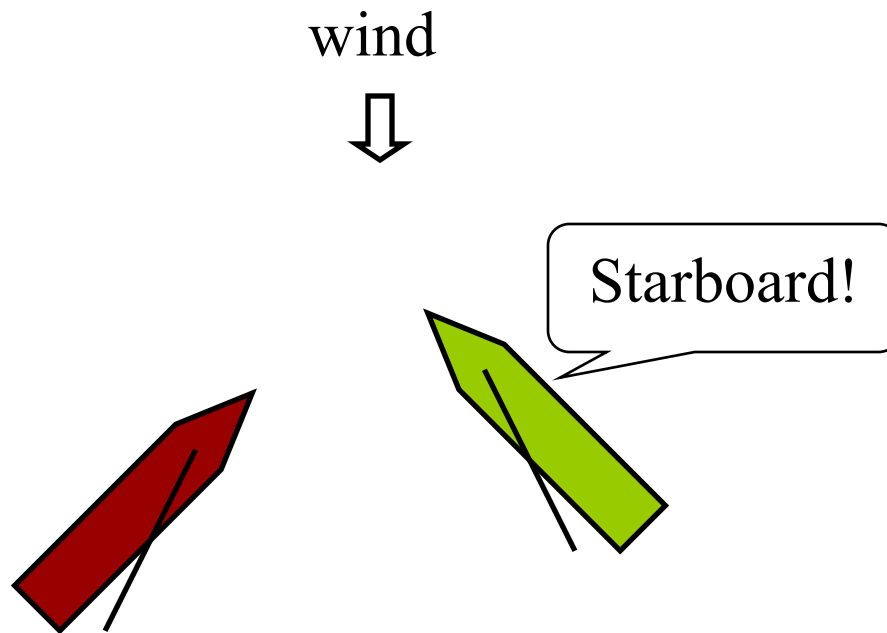
Until she jibes, Yellow has right of way and Red must keep clear.
Red fails to do so, and should now take a penalty.

Passing Situations 4

- Before the start, there is no proper course, so a boat passing to leeward may luff a windward boat up to head-to-wind
- Once the start gun sounds, a boat passing to leeward may not sail above her proper course (close hauled)

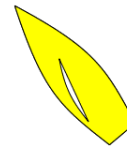
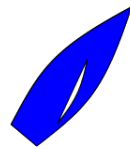
Meeting Situations 1

- A boat on starboard tack has right of way over a port tack boat



Tacking Too Close

“After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. ...” – rule 13



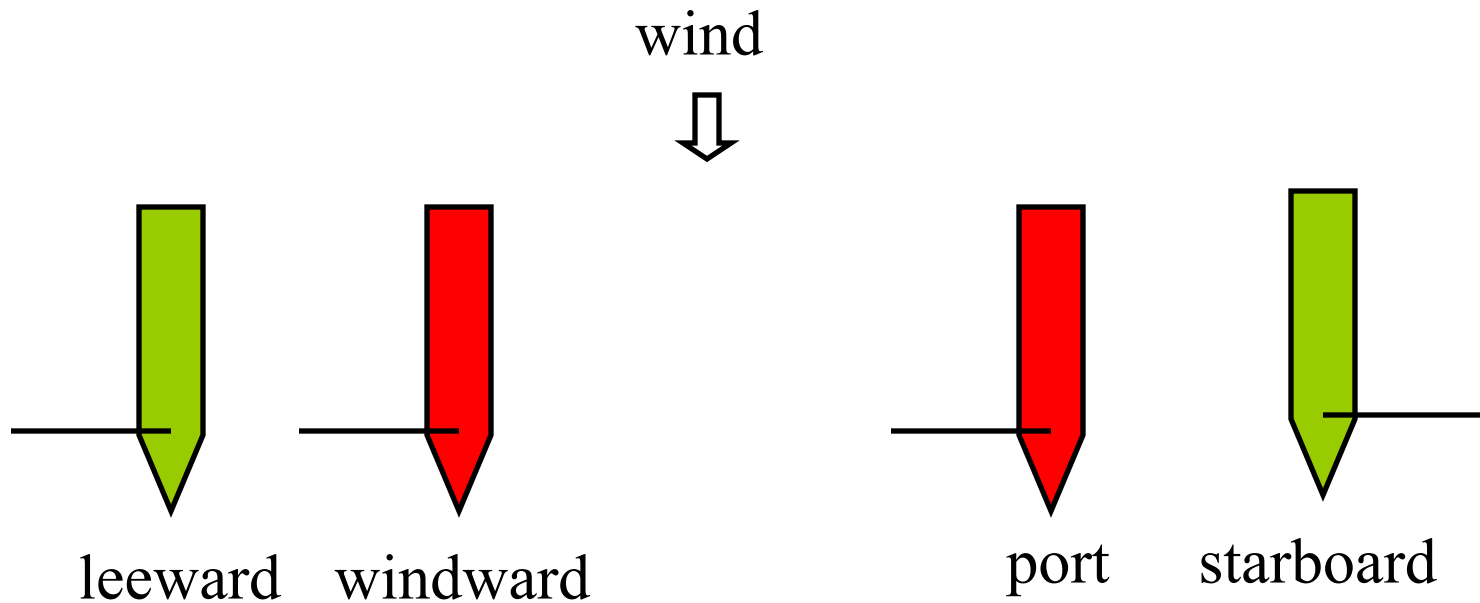
Note that it's the *new course* of the tacking boat that matters, not whether she has trimmed her sheets.

Restrictions on Right of Way

- When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions. (rule 15)
- When a right-of-way boat changes course, she shall give the other boat *room to keep clear*. (rule 16.1)

Meeting Situations 2

- Tack (and windward/leeward) is defined by which side the boom is on



Meeting Situations 3

- A right-of-way boat must give a keep-clear boat room to keep clear
- A starboard tack boat must not change course if as a result the port tack boat must immediately change course to keep clear (i.e. no hunting)

Leeward Overlap from Clear Astern After the Start

- “If a boat *clear astern* becomes *overlapped* ... to *leeward* of a boat on the same *tack* *within two hull lengths*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* ...” (rule 17)
- *Proper Course* is “A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.” -- definition
- Note that it’s the leeward boat’s proper course that matters, not the windward boat’s.

Rule 17 – On the Same Tack; Proper Course

Rule 17 is about limiting **where** a *leeward* boat can sail when near a keep-clear boat. Rule 17 simply puts a “limit” on where a *leeward* boat can sail when near a *windward* boat in certain situations. It does not shift any right of way to the *windward* boat.

Rule 17 – On the Same Tack; Proper Course

The concept of rule 17 is simple:
Either *L* is “limited” to sailing no higher than her proper course or she is “free” to sail up to head to wind if she pleases. It is either one or the other for *L* whenever *L* and *W* are overlapped on the same tack and within 2 of *L*'s lengths of each other.

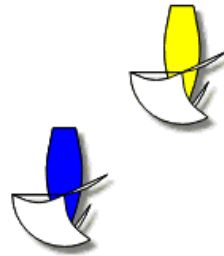
Rule 17 – Simplified

The only time **L** is “limited” is when she is on the same tack as **W** and becomes overlapped to leeward of **W** from clear astern within 2 of her lengths of **W**.

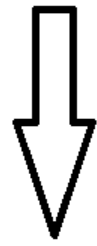
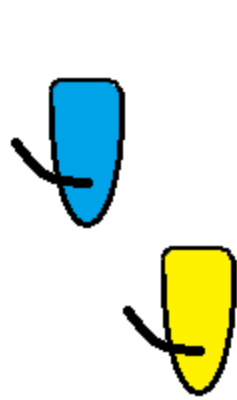
That’s it! The “limit” does not apply when:

- **L** overlaps **W** when more than 2 lengths apart
- or when **W** becomes overlapped to windward
- or when **L** becomes overlapped to leeward of **W** on the opposite tack then gybes.

An Illegal Luff

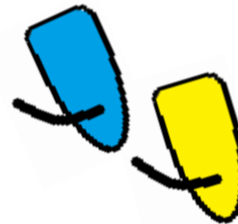
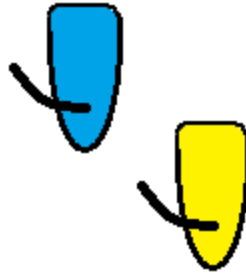


Assume this is Yellow's
Proper Course

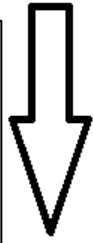
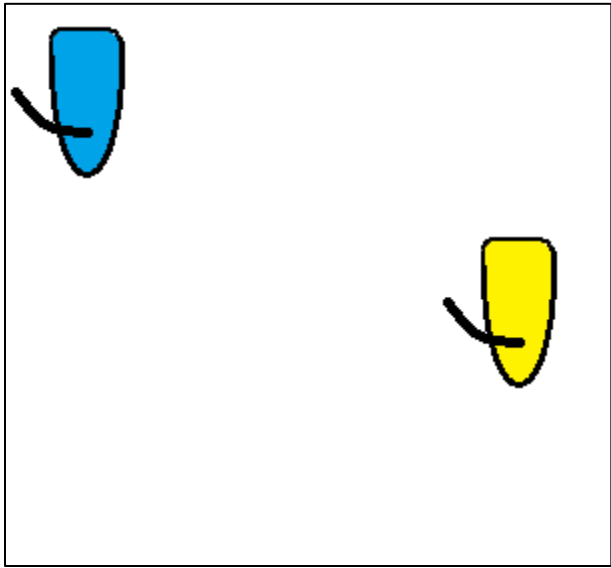


Assume Blue's
Proper Course

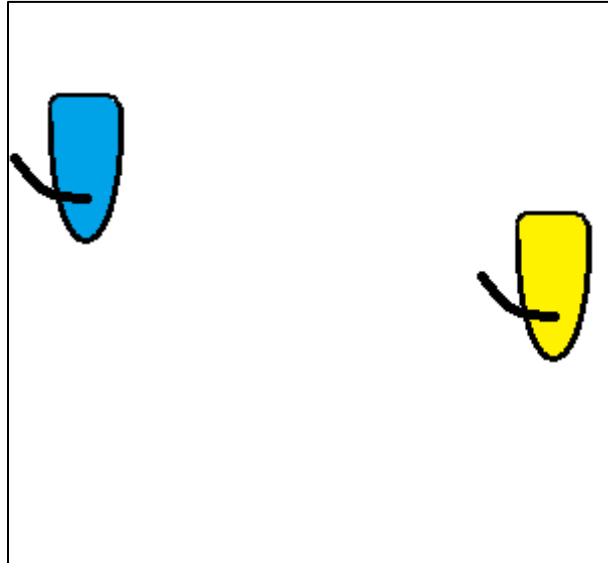
Wind



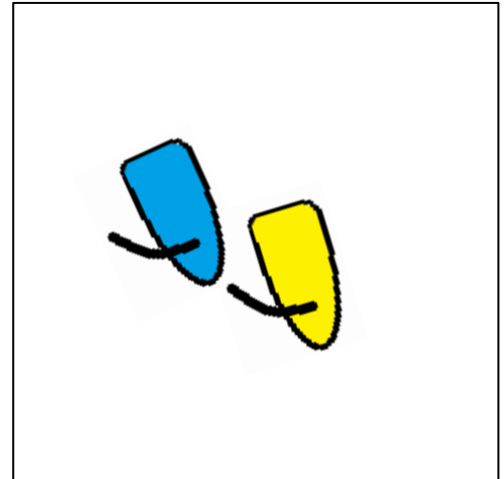
Legal Luff?



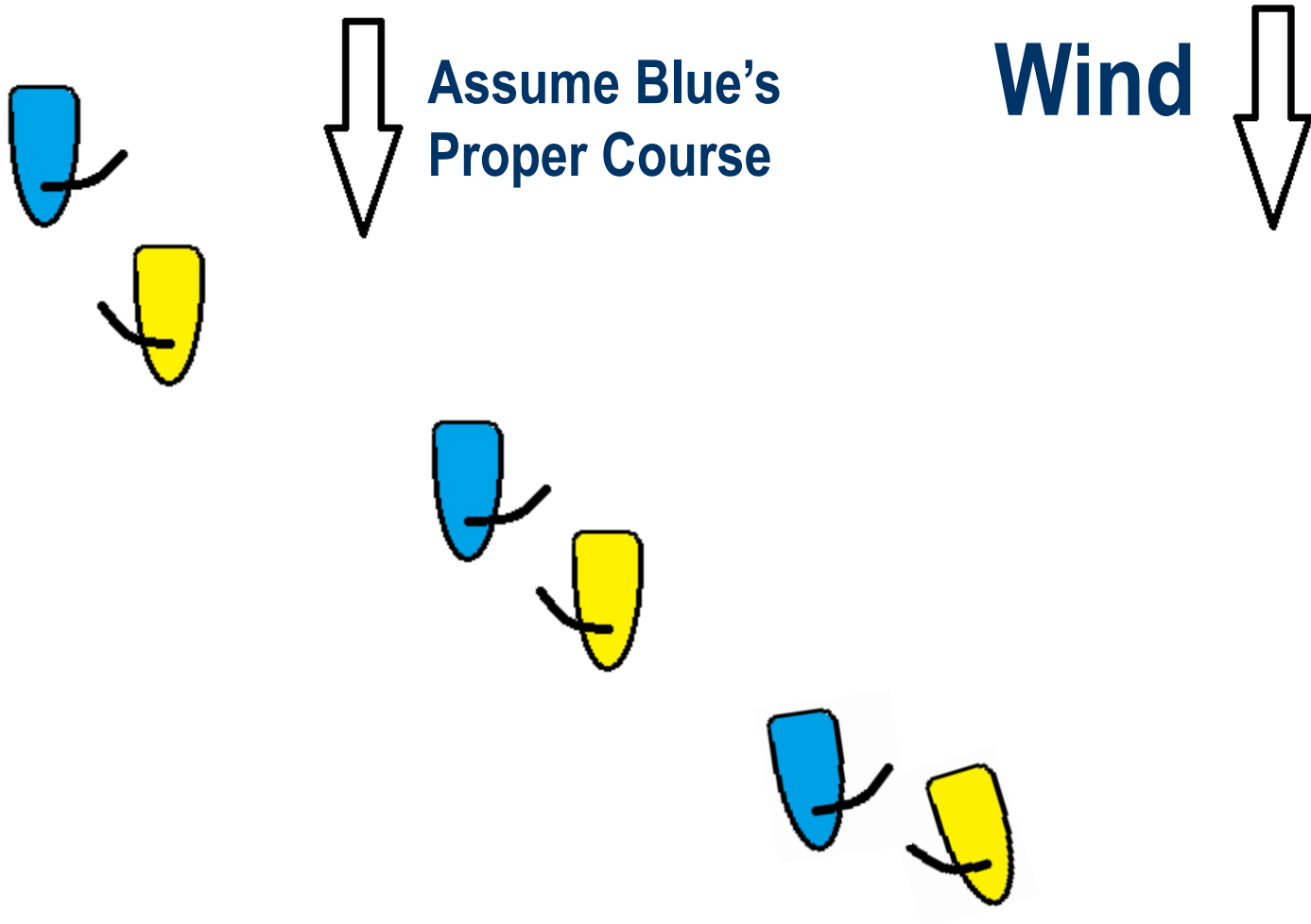
Assume Blue's
Proper Course



Wind



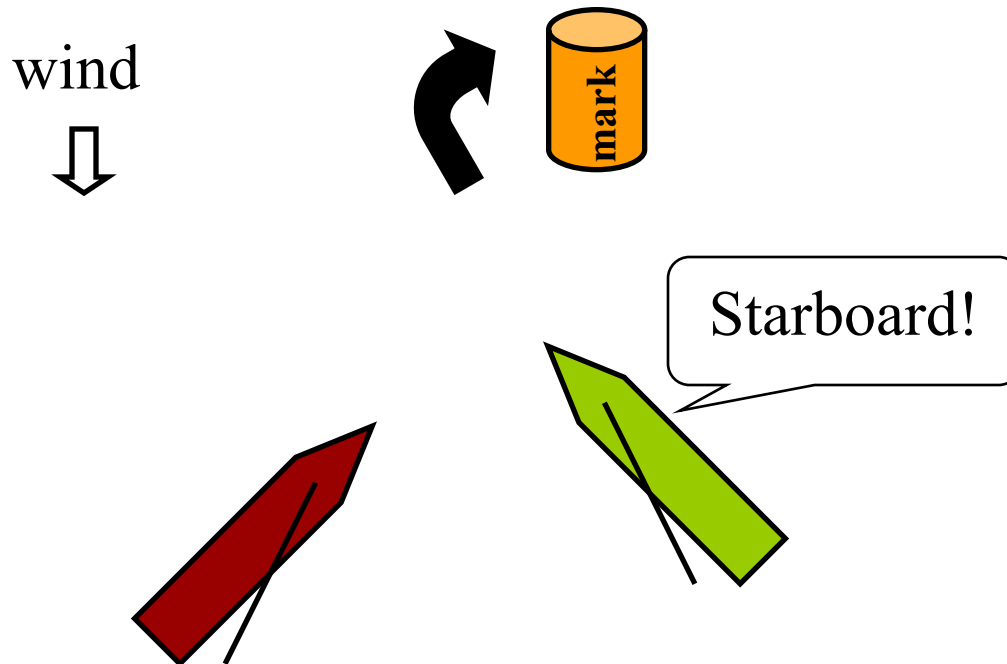
Legal Luff?



Legal Luff?

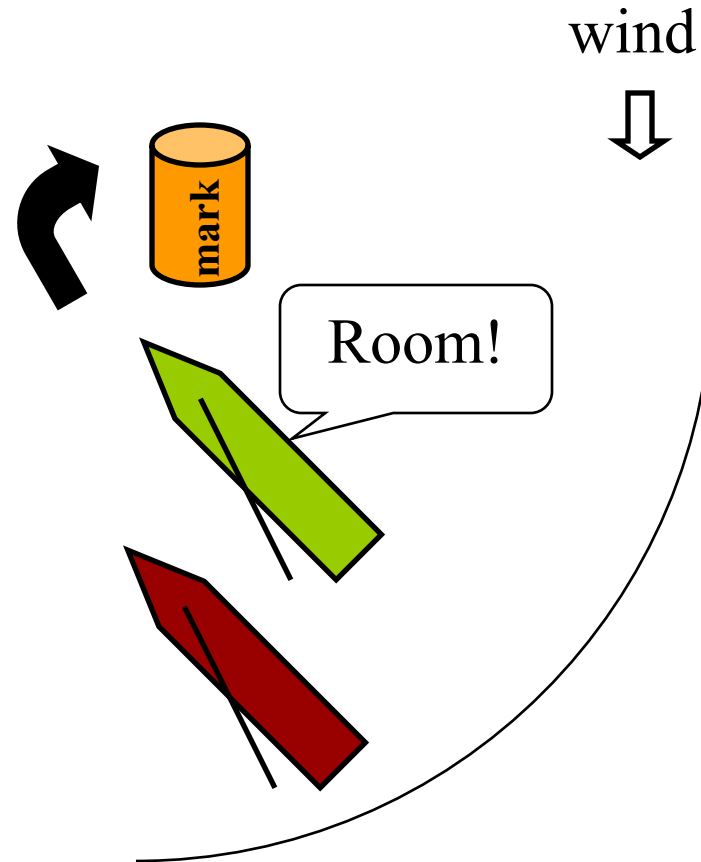
Mark Roundings 1

- At a windward mark, a boat on starboard tack has right of way over a port tack boat



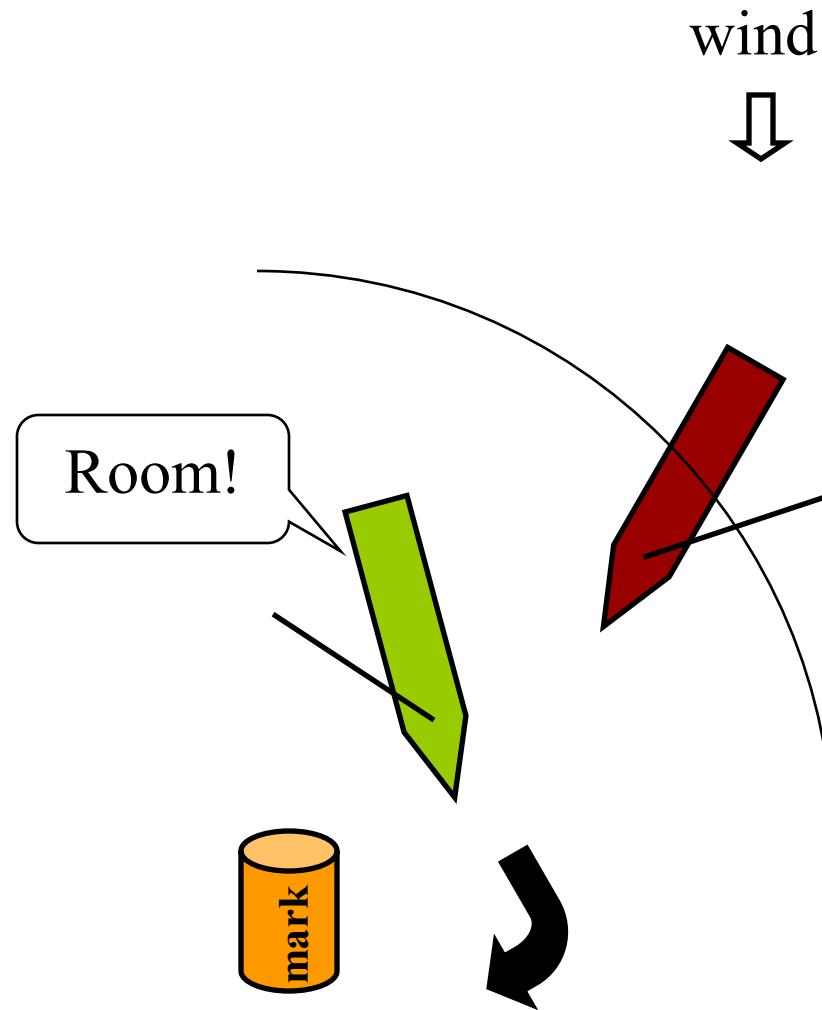
Mark Roundings 2

- When rounding a windward mark, an inside boat on the same tack must be given room if overlapped within three boat lengths of the mark



Mark Roundings 3

- When rounding a leeward mark, an inside boat (if overlapped within three boat lengths of the mark) must always be given room

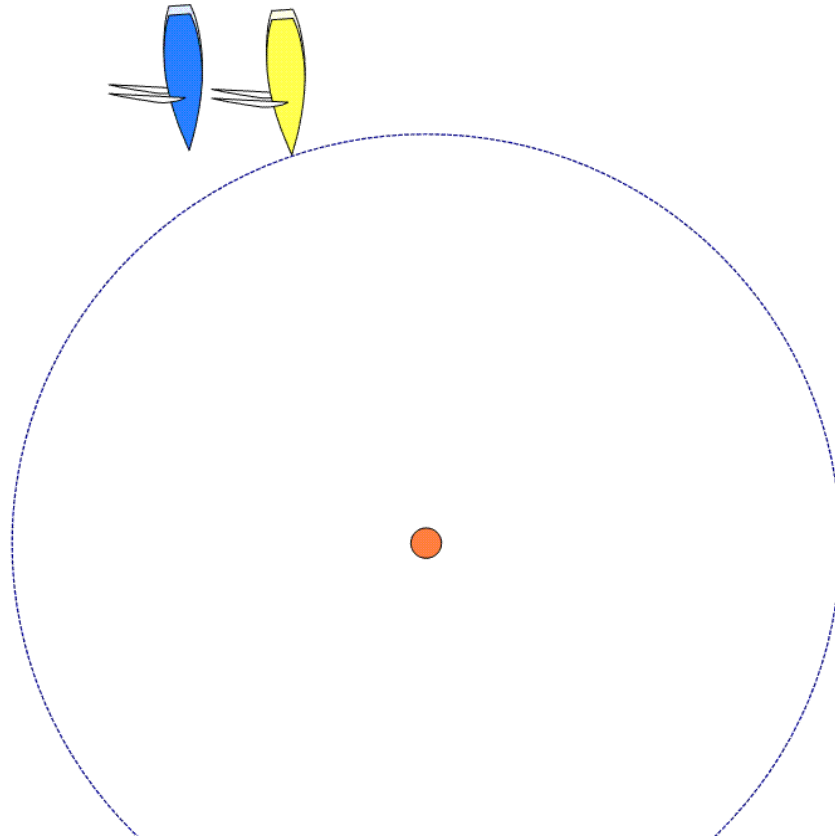


Mark-Room

- “**Mark-Room** Room for a boat to leave a *mark* on the required side. Also,
 - (a) *room* to sail to the *mark* ..., and
 - (b) *room* to round the *mark* as necessary to sail the course.” -- definition
- “If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.” (rule 18.2(b))
- “When a boat is required to give *mark-room* by rule 18.2(b), ... she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins” (rule 18.2(c))
- This rule does not apply:
 - At a starting mark surrounded by navigable water (Preamble, Section C of Part 2)
 - When the boats are on opposite tacks on a beat to windward; (rule 18.1)
 - Between a boat approaching the mark and one leaving it; (rule 18.1)

Mark-Room at Leeward Mark

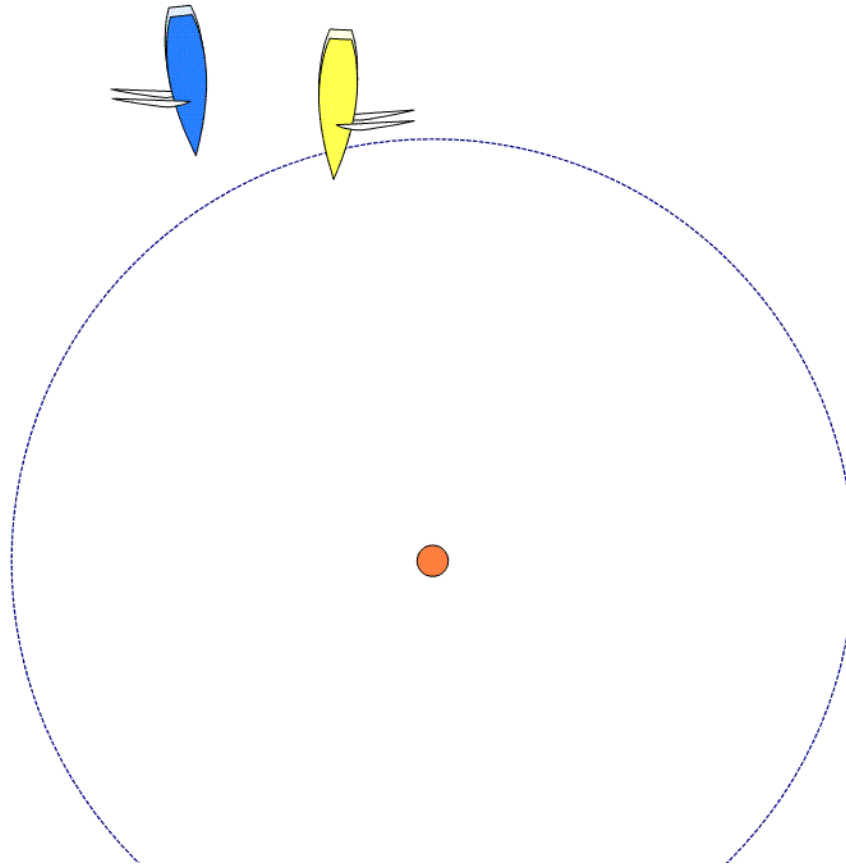
Copy of TSS software registered to Rob Overton



Yellow has mark-room but must keep clear of Blue. She is entitled to sail to the mark and round it. She is unable to sail close enough to the mark to prevent Blue from going between her and the mark. No rule is broken here.

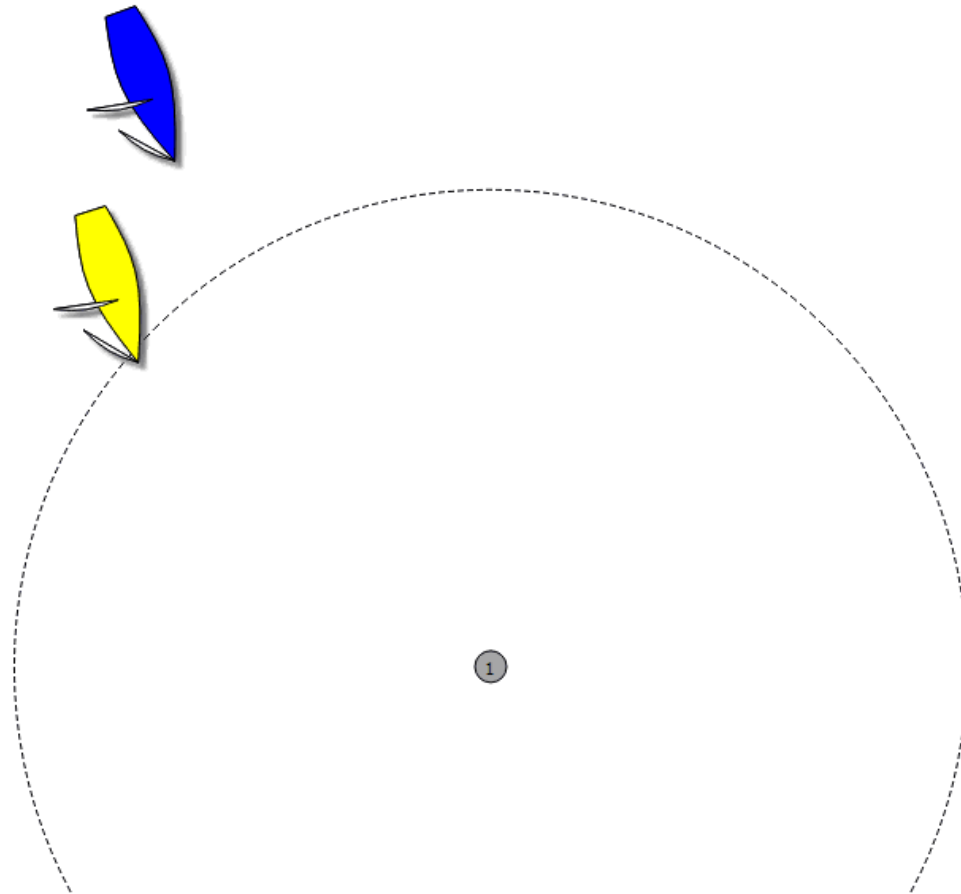
Right of Way at Leeward Mark

Copy of TSS software registered to Rob Overton



In addition to having mark-room, Yellow has right of way. She can make a wider, faster turn that brings her closer to the mark at the end.

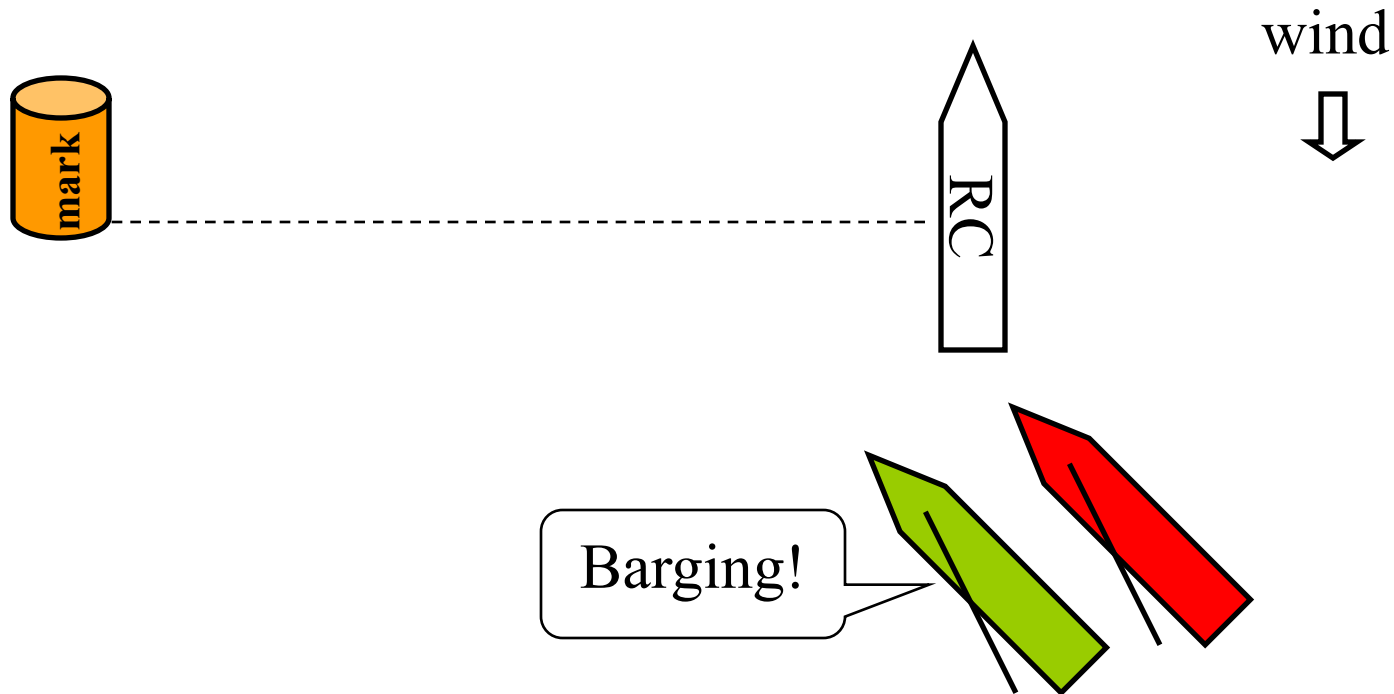
Clear Ahead at the Zone

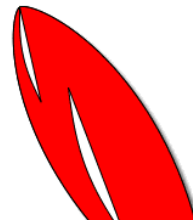
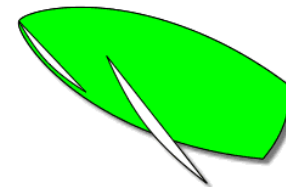
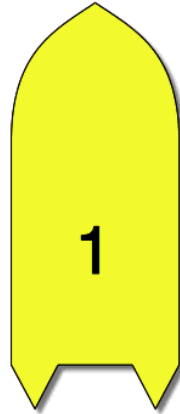


Yellow is clear ahead at the zone, with right of way. She swings wide and then “closes the door” on Blue. Blue fails to keep clear and should take a penalty.

Mark Roundings 4

- An inside boat is not entitled to room at a start mark



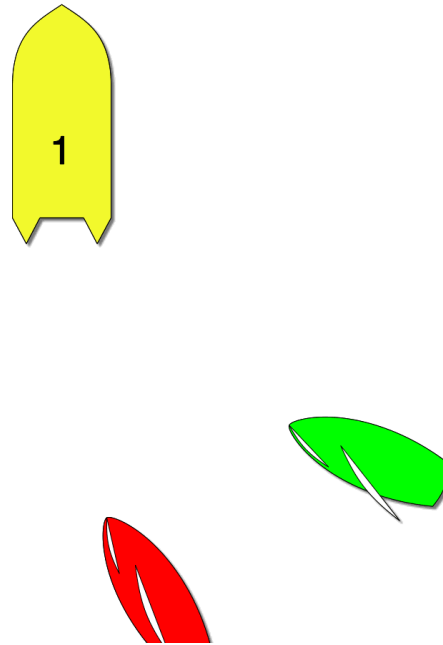


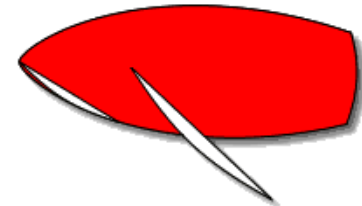
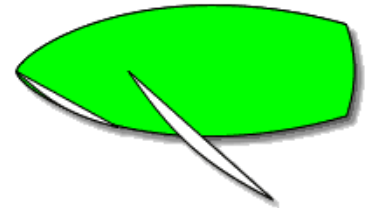
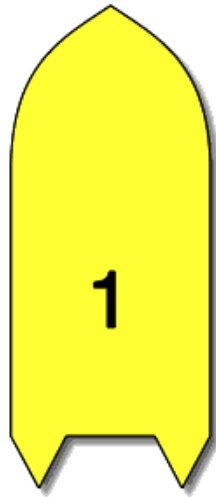
Legal? If no, who takes the penalty?

The two boats are on a collision course from position 1. The red (leeward) boat has rights, and the green (windward) boat should abort their approach.

Instead, the boats continue on their collision course until the red (leeward) boat is forced to bear away to avoid a collision.

The green (windward) boat should take a penalty (circles).

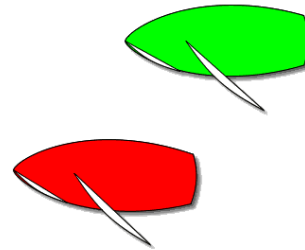
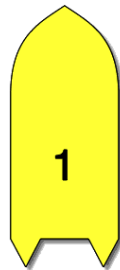


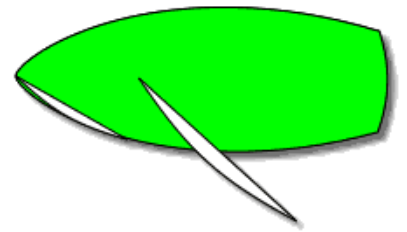
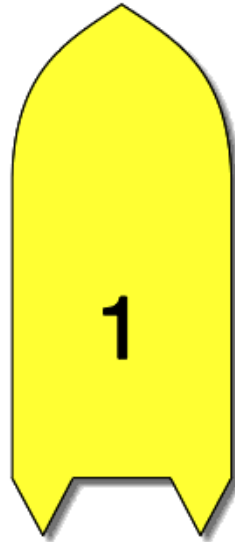


Should Green take a Penalty?

No infraction has occurred, Green keeps clear of Red.

Red is not obliged to keep clear of Green but has not changed course towards Green.

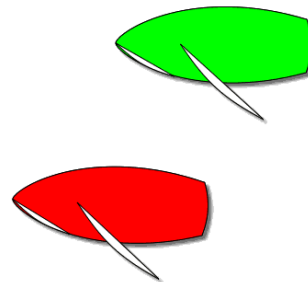
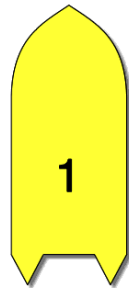


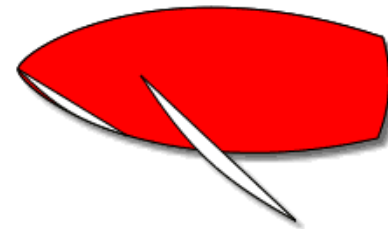
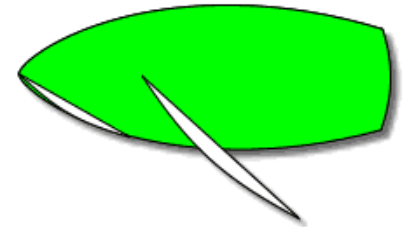
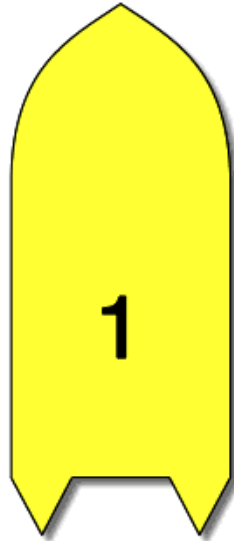


Is there a foul? If so, on who?

No foul.

The Red (leeward) boat heads up and “shuts the door”. To avoid fouling, the Green (windward boat) must abort their approach or, if possible, duck Red.



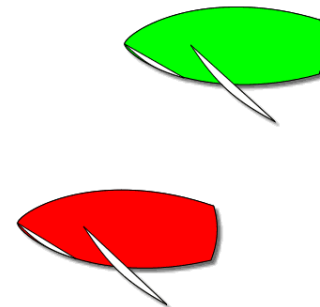
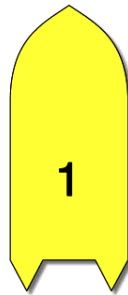


Is there a foul? If so, on who?

Red waits too long to shut the door. By the time they head up, there is no way for Green to avoid both them and the committee boat.

Red has broken Rule 16 (*When a right-of-way boat changes course, she shall give the other boat room to keep clear*) and should take a penalty (circles).

Green has broken no rule.



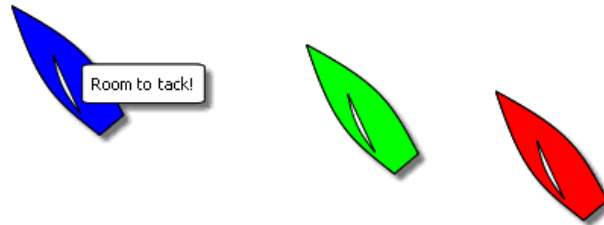
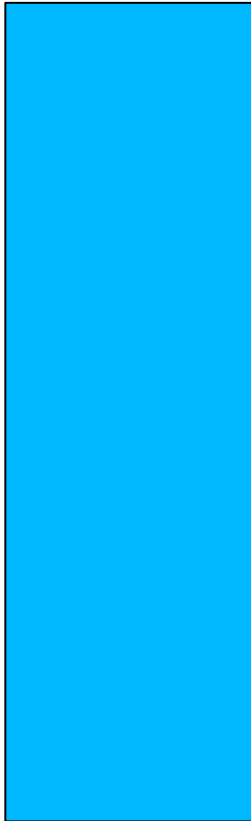
Obstructions

- “***Obstruction*** An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. ... [Also, a boat racing that boats] are required to *keep clear* of.”
- “A right-of-way boat may choose to pass an *obstruction* on either side. ... When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.” (rule 19.2)

Room to Tack (Rule 20)

- When beating to windward, a boat may hail a boat to windward of her for room to tack.
- The other boat must either tack as soon as possible or hail “You tack!”
- If the hailed boat has another boat to windward of her, she may hail that boat for room to tack.
- After the hailed boat responds, the hailing boat must tack immediately.
- If the hailed boat replied “You tack!” she must give the hailing boat room to clear her.
- This rule does not apply at committee boats that are starting marks.

Hailing for Room to Tack



Penalties

Hitting a Mark = One Turn Penalty (rule 31)
All Others = Two Turn Penalty (part 2)

If both occur during the same incident – i.e. fouling while rounding a mark – You do not need to take the penalty for rule 31. 2 turns only.

Penalties

If the boat caused injury or serious damage or, despite taking a penalty gained a significant advantage in the race or series by her breach her penalty shall be to retire.

Penalties – Taking your Turns

You must take your turns as soon as possible after the incident – Not halfway down the course.

After getting well clear of other boats you must start your turns promptly.

A “Turn” is defined as a tack and a gybe in the same direction.

Penalties – Taking your Turns

A two turn penalty would consist of two tacks and two gybes in the same direction. When all of the tacks and gybes are complete the penalty is complete.

You will need to do one turn immediately after the other.

General Summary of Rules

- Starboard has right of way over port—this rule takes care of 90% of problems - port keeps clear of starboard.
- Windward keeps clear of leeward
- The boat astern keeps clear of the boat ahead.
- A boat tacking keeps clear of one that is not.
- **Avoid collisions** - When in doubt, keep clear of other boats (you are never in the right if there is a major collision!)
- If you gain right of way or change course, give the other boat time to keep clear.
- The inside boat(s) at three boat lengths from the mark is entitled to room to round the mark, if overlapped.
- If you have violated one, take a penalty -We all have to do penalty turns now and again

For Simplicity

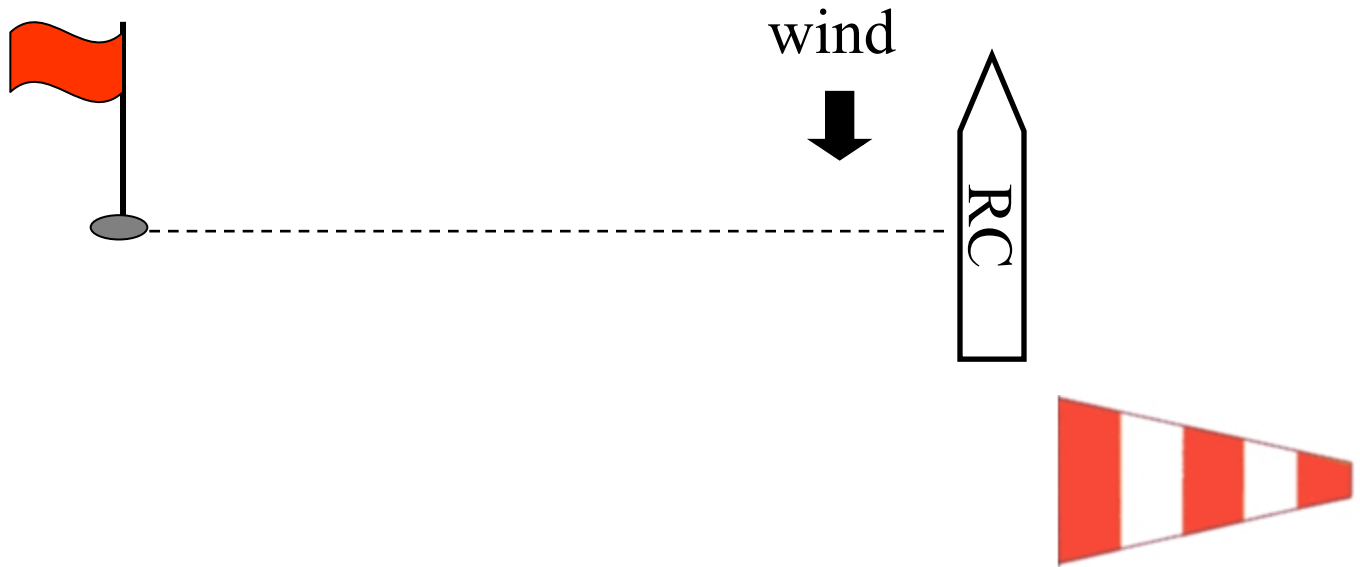
1. Don't hit other boats. Collisions are slow and arguments are slower.
2. Port tack boat usually has to stay out of the way of everyone else.
3. Windward boats must stay away from leeward boats.
4. The inside boat gets to go around the mark first.
5. Don't hit marks. Doing circles is slow.
6. Don't hit the committee boat. First, it is a mark and second, it really makes them mad.

Starting Sequence

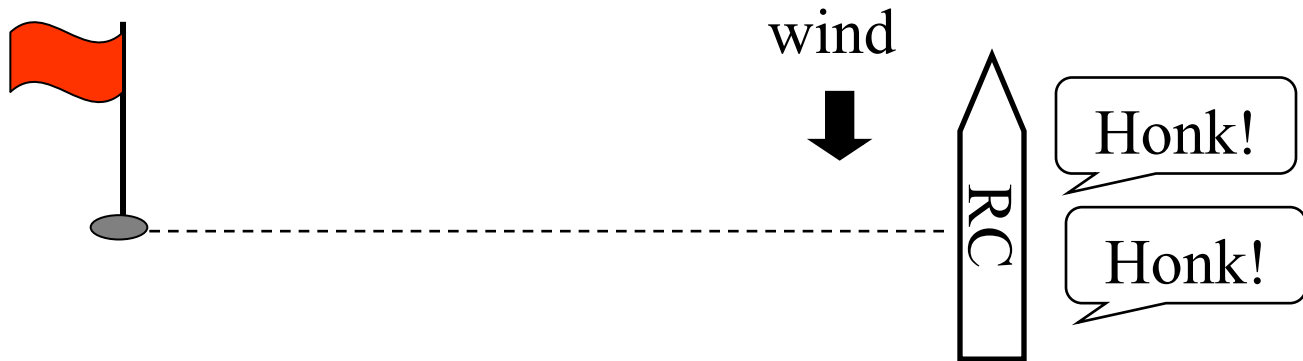
- Starting sequence
 - Flags
 - Horns *
 - Timing
- Other flags
- Watch the flags, they are the official signals.



Before Sequence

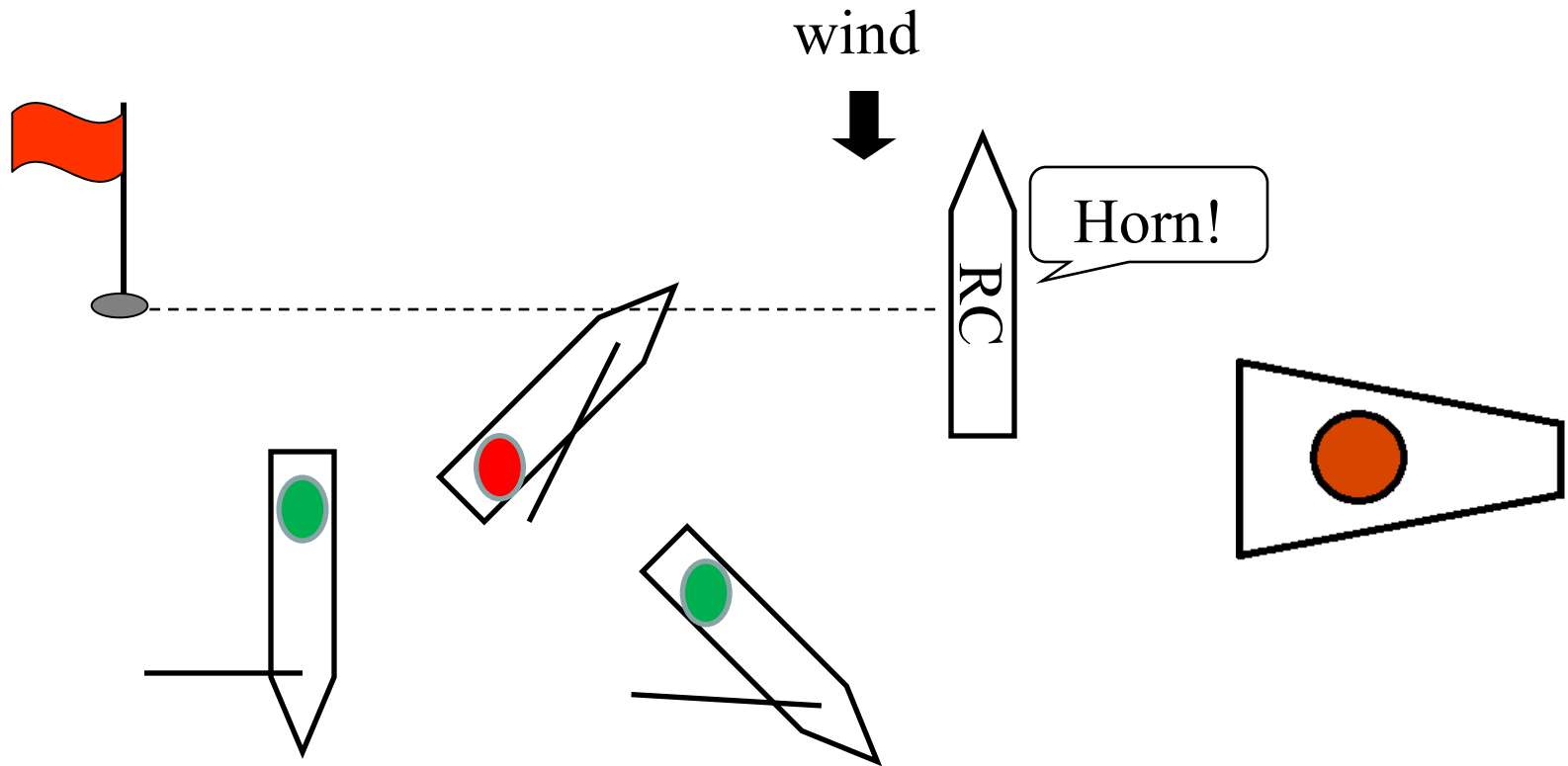


2 Minutes Prior **



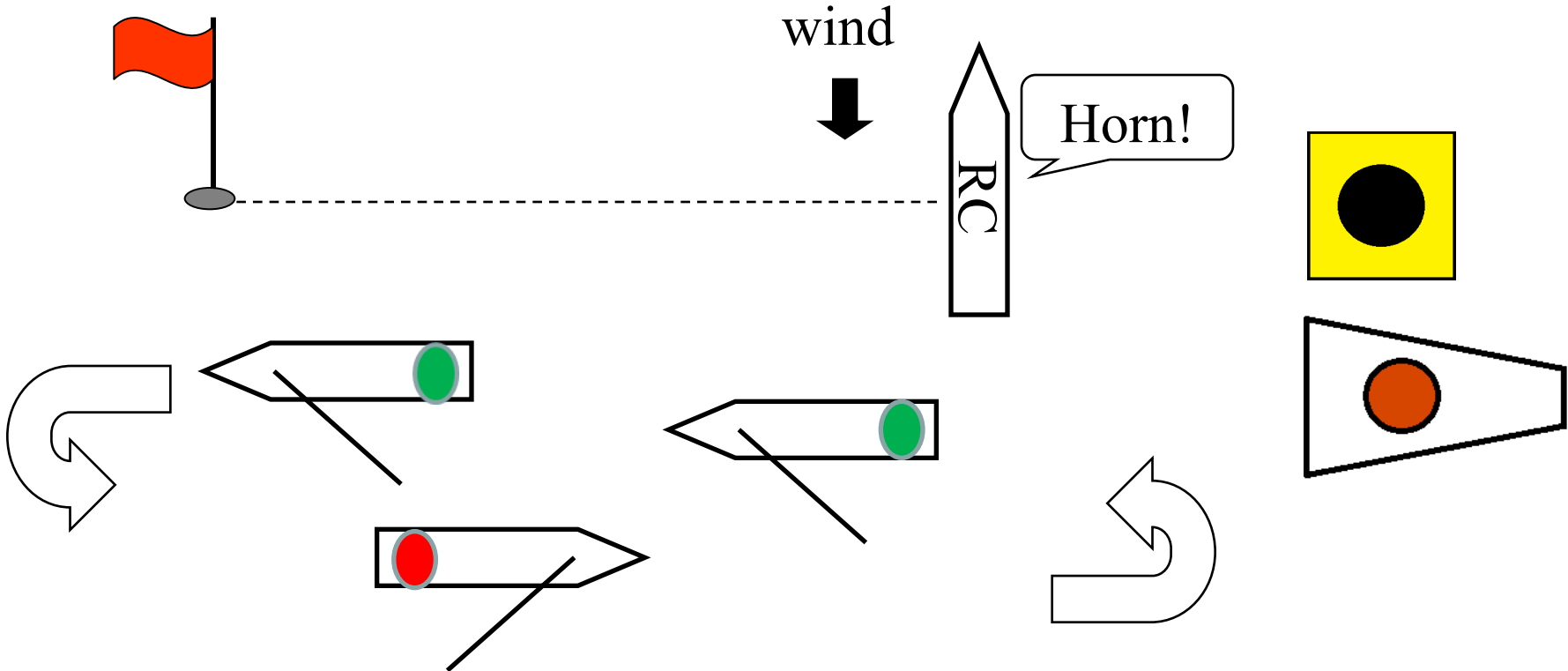
Warning Signal

The warning signal is **5 minutes prior** to the first start. A **class** flag is displayed.



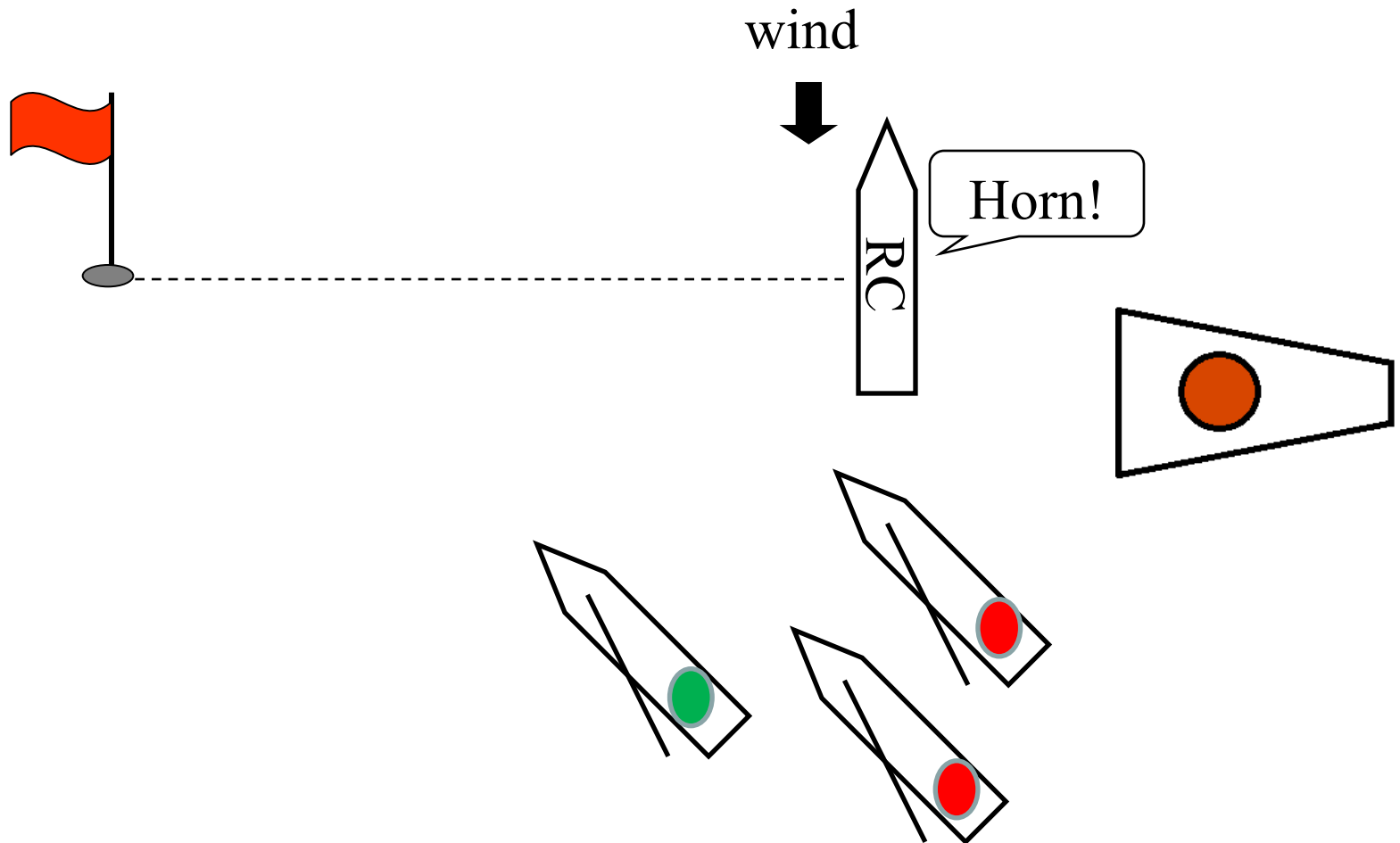
Preparatory Signal

Preparatory signal is 4 minutes prior to start. A Yellow flag with a black center is raised (with class flag).



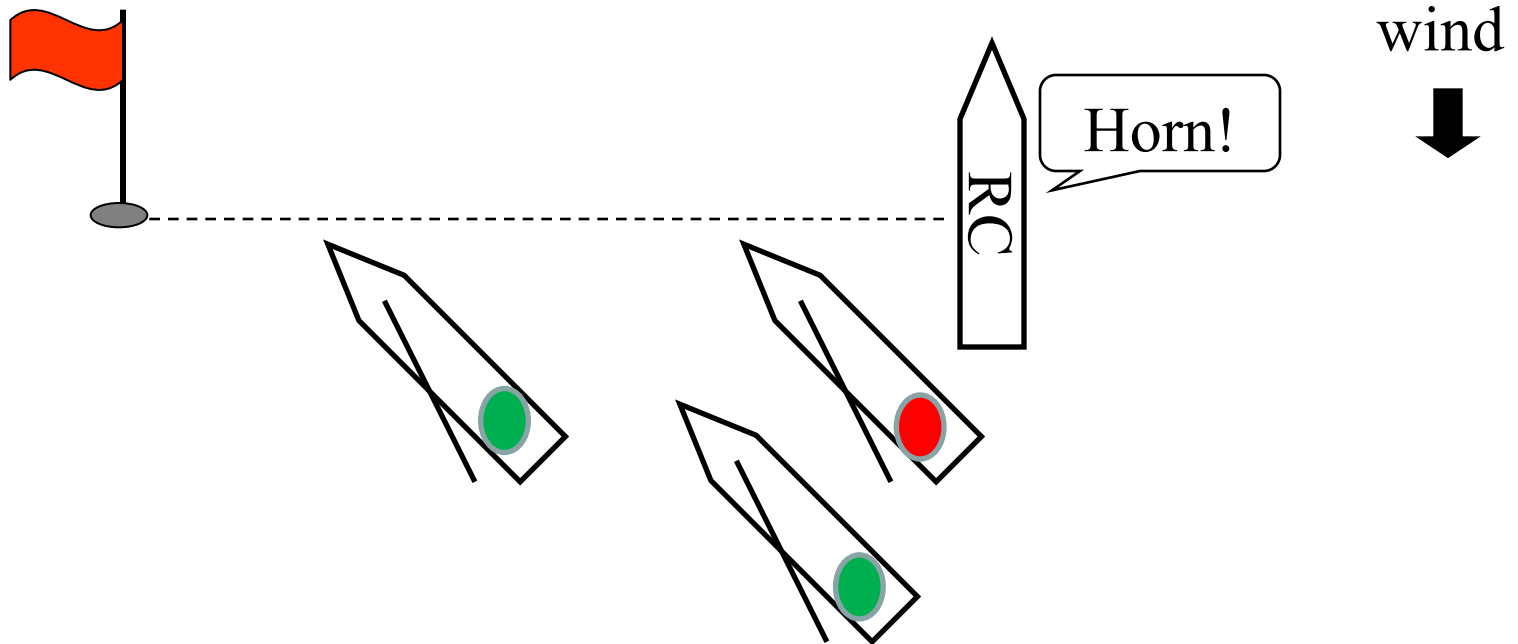
One Minute

At one minute before the first start, the preparatory flag is lowered.









Start

Start signal is the lowering of the Class flag.

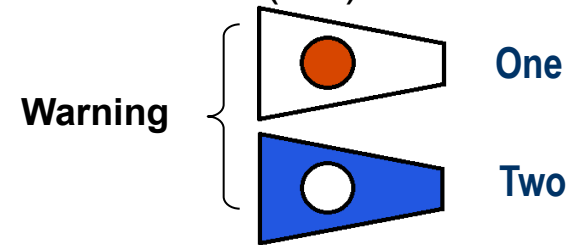


Starting Sequence Summary




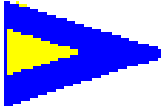





Starting Sequence







	Time	Flags	Sound
Warning	5	CF 	1 Sound
Preparatory	4	CF  	1 Sound
One Minute	1	CF  	1 Sound Long
Start	0	CF 	1 Sound

Class Flags
(CF)



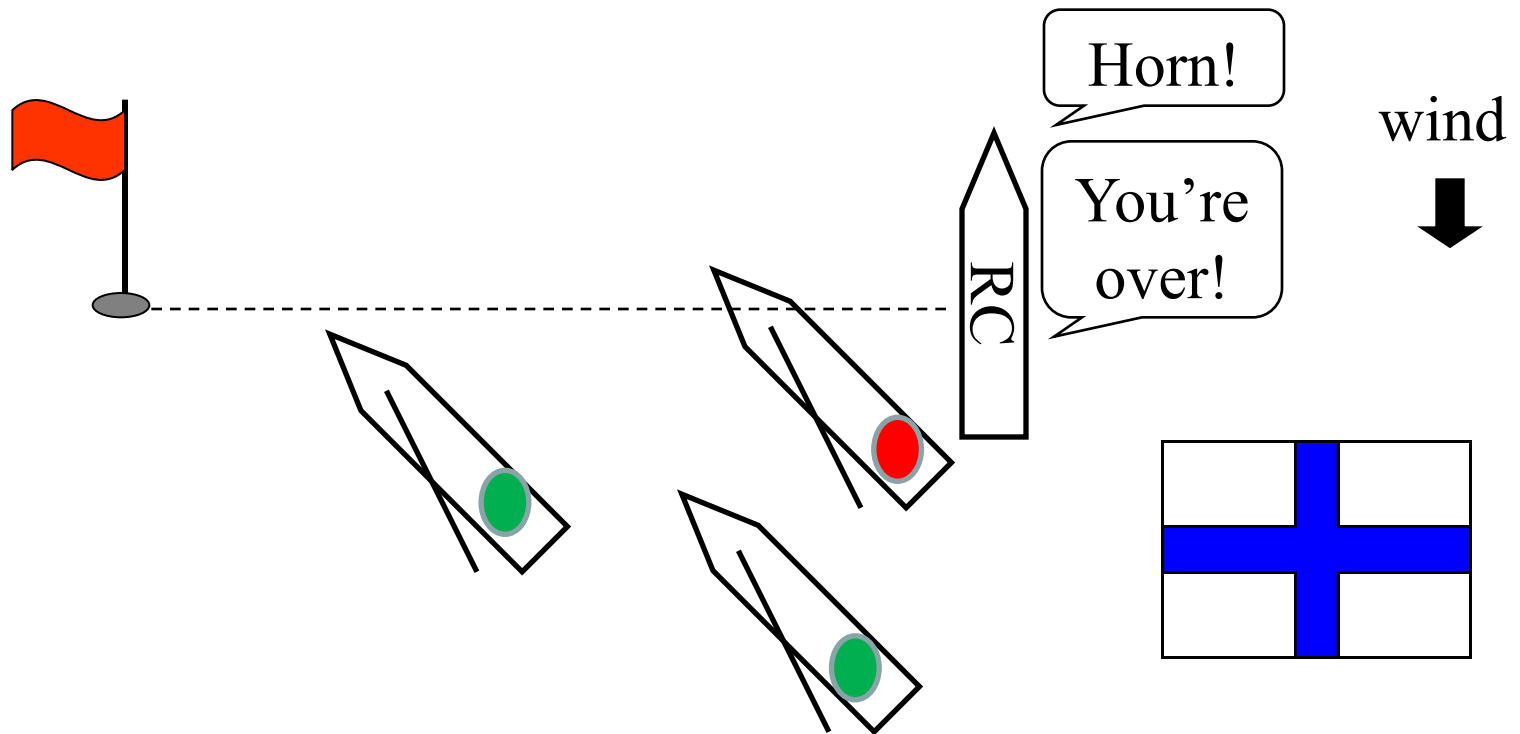
Other Flags

		Flag	Horn
Individual Recall			
General Recall			
Postponed			

		Flag	Horn
Race is Abandoned			
Course has been shortened			

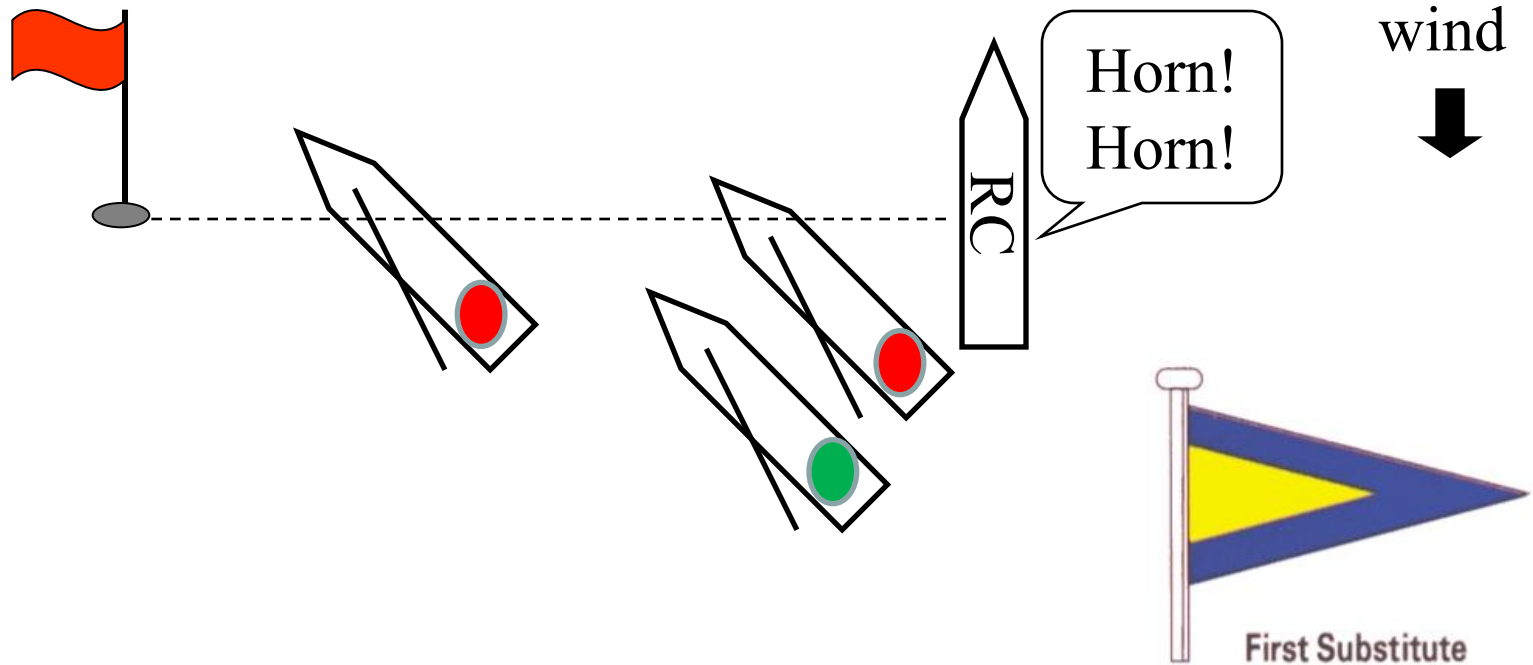
Individual Recall

The RC will raise the X flag if a boat is over the line at the start.



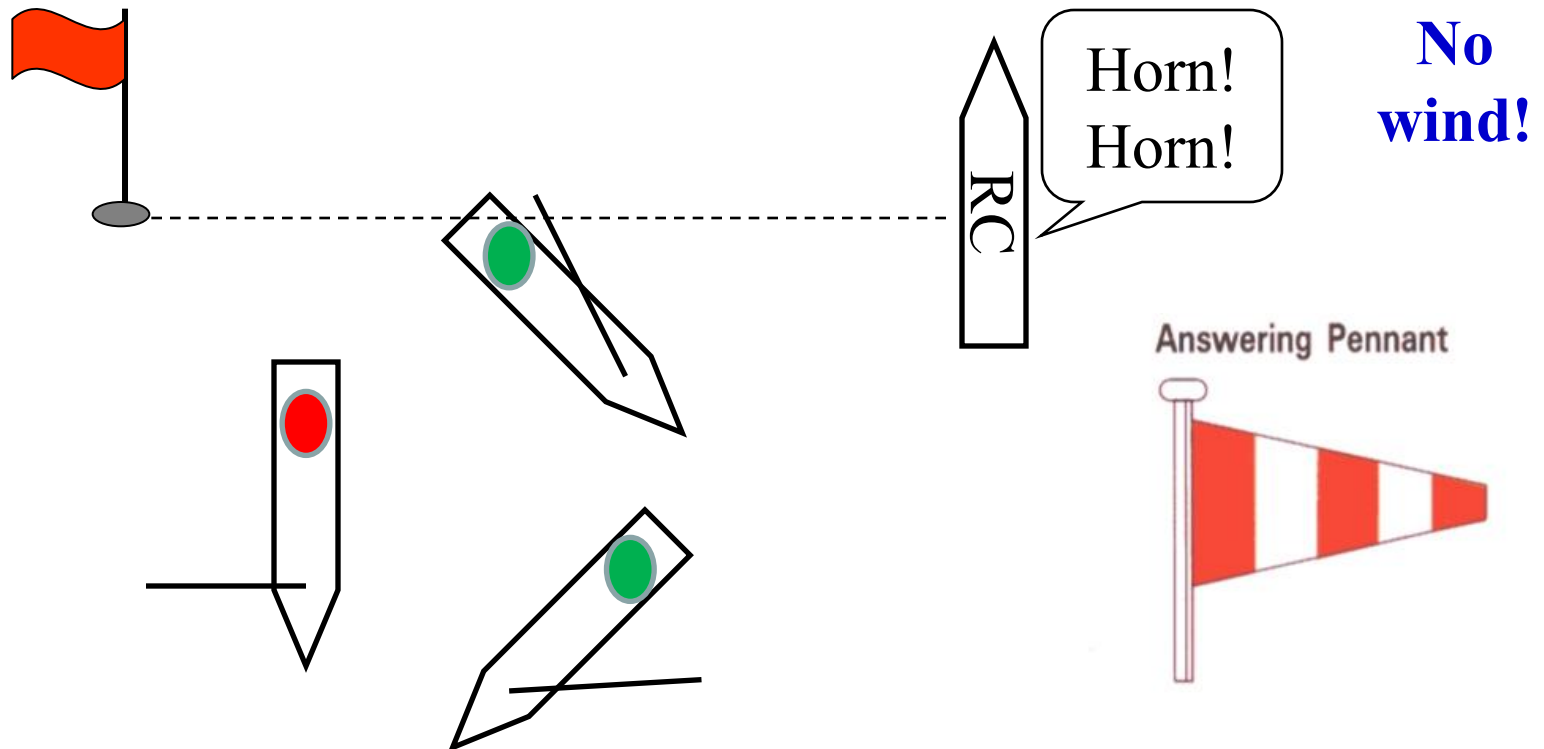
General Recall

The RC may signal a general recall if many boats are over the line at the start.



Postpone

The RC may postpone the race for lack of wind, changing wind direction, etc.



Abandon the Race

The RC may abandon the race for lack of wind, storms, etc.

