



## **2010 SAILING INSTRUCTIONS – SPRING AND FALL SERIES RACES**

### **I. RULES**

Races will be governed by the rules as defined in the current Racing Rules of Sailing (RRS), except as amended by these instructions. These instructions may be modified at the competitor's meeting and posted in writing on the official notice board on the ground floor of the SSC clubhouse.

### **II. ENTRY**

Each participant who registers with the race committee or who starts a race will be considered an entry.

### **III. NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board before 12:00 p.m. on the day of the race.

### **IV. COMPETITORS' MEETING**

Spring Series: Competitors' meeting at 11:00 a.m. on the day of the race.

Fall series: Competitors' meeting at 12:00 p.m. on the day of the race.

### **V. STARTING TIMES**

The warning flag for the start of the first race will be raised at the following times:

Spring Series – first race, 12:00 p.m.

The warning signal for each succeeding race will be made as soon as practical. No race may start after 4:00 PM.

Falls Series – first race, 1:00 p.m.

The warning signal for each succeeding race will be made as soon as practical. No race may start after 5:00 PM.

### **VI. RACING AREA**

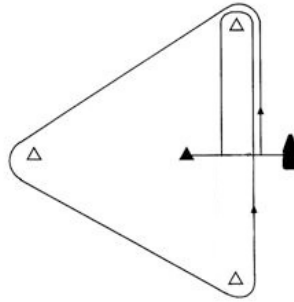
The racing area will lie to the north and east of the SSC clubhouse and will not interfere with the Clear Creek Channel.

### **VII. COURSES**

The following courses may be sailed. Rounding marks should be left to port. In the course overview the marks are labeled with letters corresponding to first mark you would pass if you were sailing one direction from start to finish. A – is windward, B – reaching mark, and so on.

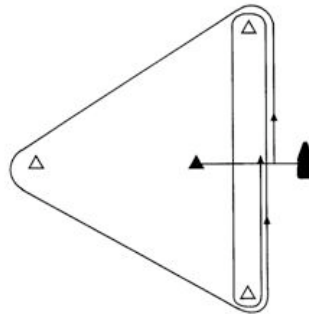
**Gold Cup (G)**

Race starts upwind. Course is A-B-C-A-finish. Marks are left to Port.



**Olympic (O)**

Race starts upwind. Course is A-B-C-A-C-finish. Marks are left to Port.



**Windward-Leeward (W)**

Race starts upwind. Course is A-C-finish. Marks are left to Port. Multiple laps may be designated with a number (i.e., W-1, W-2, W-3).



The course for each start shall be displayed from the course/start stanchion on the race committee boat immediately after the preparatory signal for each start. The top letter indicates the course and the bottom number designates the course modifier. The course modifier will indicate the number of back to back Windward-Leeward legs to be sailed on that course. The Windward-Leewards will follow the Windward-Leeward legs of the original course.

For Example:

O2 – Start, A, B, C, A, C, \*A, \*C, Finish.

G2 – Start, A, B, C, A, \*C, \*A, Finish.

W2 – Start, A, C, \*A, \*C, Finish.

On courses O, G, and W the Start/Finish line may be located in the center of the Windward-Leeward leg. The Start/Finish line is considered an obstruction except when the pin end of the Start-Finish line is the leeward mark.

### VIII. CLASS FLAGS

Class flags will be the following unless changed during the competitors' meeting:

- Laser – Laser class flag
- Sunfish – Sunfish class flag
- 470 – 470 class flag
- Windsurfer – TBD
- Portsmouth – TBD
- JY15 – TBD
- V15 – V15 class flag

Other class flags will be designated at the competitors' meeting.

### IX. MARKS

The starting line will be between the course/start stanchion on the race committee boat at the starboard end and a buoy at the port end. A mark of the course may be used as a starting mark. For courses O, G, W, the finish line will be between the course/start stanchion on the race committee boat and the most leeward edge of the port side starting buoy.

Normal marks for the course will be orange cylinders. Pink, red, orange, or blue spheres may be used as temporary marks or as course gates. A race support boat may be used as a mark by displaying code flag M with repetitive sounds. A description of any abnormal marks will be posted on the official notice board.

### X. STARTING SIGNALS

STARTING SEQUENCE: 3 minutes

3 min. Warning - Class flag up with 1 sound.

2 min. Preparatory – Preparatory flag up with 1 sound.

1 min. One-minute – Preparatory flag removed with 1 long sound

0 min. Starting – Class flag removed with 1 sound



**P - Preparatory Flag**

The warning signal for each succeeding class shall be made **with or after** the starting signal of the preceding class. *(A rolling 3-minute sequence is not mandated by this starting system.)*

### XI. RECALLS

Recalls will be made in accordance with rule 29. An attempt to hail boats may be made at the discretion of the race committee if the circumstances permit. Failure to hail, and failure to hear any hail if made, are not grounds for protest or redress. It is the responsibility of each boat to make a proper start.

Recalled boats must clear the starting area after a general recall. *(The race committee determines the next class to start. It may not be the class that was just recalled. Watch for your class flag.)*

### XII. CHANGING THE COURSE AFTER THE START

At any rounding mark the race committee may signal a change of the direction and/or length of the next leg of the course by displaying flag C with repetitive sounds. This changes RRS 33.



**C – Change of Course**

### **XIII. TIME LIMITS**

A race may be abandoned or shortened if the lead boat has not rounded the first mark in 1 hour or finished in 2 hours. Races may be resailed, time permitting.

Boats failing to finish within 30 minutes after the first boat in their Class may be scored Did Not Finish (DNF) at the discretion of the race committee. A boat judged to be unreasonably delaying the completion of a race may be scored with points equal to last place, and the race committee may continue the races as though all had finished. This changes RRS 35.

### **XIV. SAFETY**

A boat that retires from a race shall notify the race committee before leaving the race course area, or, if that is not possible, immediately after arriving ashore.

Competitors shall wear a Coast Guard Approved Personal Flotation Device (PFD) at all times while afloat. This changes the Part 4 preamble, RRS 40.

### **XV. PROTESTS**

Protests shall be on written forms available at the club house from the race committee and lodged there within the protest time that will begin at the sound signal when the race committee boat enters the harbor and end one hour later.

### **XVI. SCORING**

The low-point system will be used for scoring (1 point for first, 2 for second, 3 for third, etc.) as per Sailing Racing Rules of Sailing Appendix A. The competitor is responsible for notifying the race committee when they withdraw from a race. A boat that has registered for the day **or** made the Race Committee aware of their presence on the water will have “come to the starting area” and receive at least a DNS for all races that day, while boats that have done neither will receive a DNC.

Guest racers will be scored for that day’s races. Their scores will not count towards the series or club championships.

Throw outs will be allowed based on the number of races as follows: Spring Series - 3/12 or more, 2/11, 1/10, 0/<10; Fall Series - 3/12 or more, 2/11, 1/10, 0/<10.

If there is a series score tie between two or more boats, each boat’s race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats’ scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not start, did not finish, retired after finishing or was disqualified shall be scored

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points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series. (Ref. RSS A9)

A competitor that performs race committee duty will be given redress (RDG) as follows: for all races within a series for which she/he performs race committee duty, the average of her/his scores for that series will be given. The score will be calculated by adding scores of non-race committee races less any throw outs and dividing by the number of scored races. These changes modify RRS A4 and A9.

### **XVII. CLASSES**

There must be 3 or more one-design boats registered for one or more races in a series to constitute a sailing class for the series. Any class with less than 3 boats registered at the competitors' meeting on any race day may be required to have a combined start with another class. Joint starts will be announced at the competitor's meeting.

### **XVIII. CLUB CHAMPIONSHIP**

The winner of each class racing in the Fall Series and Spring Series will be eligible for the Club Championship. In the event the same skipper wins both series, the second place skipper from the Fall Series will be eligible. In the event an eligible skipper cannot compete, the next place skipper in that class and Series will be eligible in his/her place. The Championship will be a round-robin format with the number of races and other specifics to be determined by the Race Governor.

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**APPENDIX A – SUPPLEMENTAL INFORMATION**

This appendix contains reference information found in the Racing Rules of Sailing (RRS) that may be helpful, along with additional safety related items. If there is a conflict between this appendix and the RRS, the RRS shall prevail.

**1. STARTING RACES**

Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. (Ref. RRS 26)

**2. RECALLS**

**Individual Recall**

When at a boat's starting signal she must comply with rule 29.1 [OCS] or 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions and have complied with rule 30.1 if it applies, but not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. (RRS 29.2)



**X – Individual Recall**

**General Recall**

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start. (RRS 29.3)



**First Substitute – General Recall**

**3. SHORTENING COURSE**

After the starting signal shorten the course (display flag S with two sounds) by having a race committee boat on station at any mark of the course. (Ref. RRS 32.1)



**S – Shortening Course**

**4. COME WITHIN HAIL**

Code flag L will be displayed accompanied by one sound to indicate that all boats should come within hailing distance of the committee boat. (Ref. Race Signals)



**L – Come Within Hail**

**5. POSTPONEMENT**

The Answering Pennant (AP) flag will be displayed accompanied by 2 sounds to indicate that all races not already started are postponed. One sound shall be made with the lowering of the AP flag. The warning flag will be raised 1 minute after lowering the AP flag to resume the starting sequence unless at that time the race is postponed again. (Ref. RRS 27.3 and Race Signals)



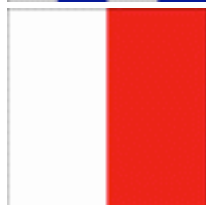
**Answering Pennant – Postponement**

**6. ABANDONMENT AND RETURN TO HARBOR**

The race committee may abandon a race in progress or preparation when a change in weather conditions has in its judgment made the race unsafe or an unsatisfactory test of fair competition. The race committee will raise the code flag N over code flag H with 3 sounds for abandonment and return to harbor. (Ref. RRS 32.1 and Race Signals)



**N**



**H**

**N / H = All Races Are Abandoned**

**7. ABANDONMENT AND RESAIL**

In the event of an error in timing or a significant change in wind direction, the race may be abandoned and resailed. The race committee will raise code flag N with 3 sounds. One sound shall be made when code flag N is lowered. The warning flag will be raised 1 minute after lowering code flag N to restart the races. (Ref. RRS 32.1 and Race Signals)



**N – All Races That Have Started Are Abandoned. Return to Starting Area**

## 8. FINISHING

A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark. (RRS Definitions)

## 9. PENALTIES FOR BREAKING RULES OF PART 2

### Taking a Penalty

A boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire. (RRS 44.1)

### 720° Turns Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720° Turns Penalty by promptly making two 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*. (RRS 44.2)

## 10. PROTESTS

An intention to protest an infringement of the rules shall be signified by the protesting boat by immediately hailing the boat being protested. Boats of hull length less than 6 meters need not display the flag and if the other boat is beyond hailing distance the protesting boat need not hail but shall inform the other boat at the first reasonable opportunity. (Ref. RRS 61.1)

## 11. ADDITIONAL SAFETY REQUIREMENTS

EACH BOAT SHALL HAVE ALL SAFETY EQUIPMENT REQUIRED BY REGULATORY AUTHORITY.

THE SAFETY OF A BOAT AND ITS CREW IS THE RESPONSIBILITY OF THE OWNER AND/OR SKIPPER, who must insure that the boat is thoroughly seaworthy and sailed by a fit and competent crew who are able to face bad weather. The boat must be sound of hull, spars, rigging, sails and gear. All safety equipment must be properly maintained and stowed. SSC inspections of a boat in no way limits or reduces the RESPONSIBILITY OF EACH SKIPPER TO DECIDE TO RACE.

## 12. SCORING

A boat in a series that came to the starting area but did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area [DNC] shall be scored points for the finishing place one more than the number of boats entered in a race of the series with the greatest number of boats. (Ref. RRS A9)