

MORAINE SAILING CLUB (MSC)

2011 SAILING INSTRUCTIONS

1. RULES

- a. All MSC races will be governed by current *Racing Rules of Sailing (RRS)*.
- b. All non-racing sailboats and other watercraft including board boats have right of way over racing boats. No assumption of rules of the road should be made, and all such watercraft shall be given wide latitude. Any complaint from a non-racing watercraft will subject the racing boat to disqualification.
- c. All boats shall comply with legal regulations in effect at Lake Arthur, including but not limited to the following:
 - All sailboats must have one Coast Guard-approved Type I, II, III, or IV personal floatation device (PFD) for each person on board. (MSC recommends that all crew members wear life jackets at all times, and it is the responsibility of each skipper and crew to wear life jackets when conditions warrant.)
 - All sailboats 16 feet long or longer must also carry an additional “throwable” Type IV PFD and some means of making an efficient sound signal (a whistle, bell, or air horn), which is audible for at least ½ mile.
 - In the event the park authorities’ siren (requiring all boats to clear the lake) is sounded, any race in progress will be abandoned.

2. ENTRIES

To receive a score in the regular racing series you must be a paid Racing or Community Sailing Program (CSP) Member of MSC. To the extent that the Race Committee can identify the skipper, the results for CSP and Open Class boats will be associated with the skipper, not the boat.

It will be the responsibility of each racing skipper to identify him- or herself before the start of each race by sailing past the stern of the Race Committee boat and hailing the boat number and skipper’s name.

3. NOTICES TO COMPETITORS

- a) Notices to competitors will be posted by 10:00 am each day on the MSC bulletin board, located on the shed adjacent to the Watts Bay launch area. Changes to the Sailing Instructions may be given orally on the water, if Code Flag “L” is displayed on the Race Committee boat.

Code Flag "L"



4. SCHEDULE OF RACES

- a. The race schedule will be posted on the club web site, published in the club newsletter, and posted on bulletin boards in the park.
- b. Three races a day is a goal for days with good racing conditions. On days with light wind, the day steward is encouraged to reduce this number if the conditions do not allow for fair competition on the course.
- c. The Race Committee may abandon or cancel races for any reason, including but not limited to dangerously windy conditions, lack of wind, cold conditions, inadequate committee manpower, or equipment failure.
- d. The first morning race is scheduled to begin at 10:30. No race will be started after 3:00 PM.

5. THE COURSES

- a. The racing area will be south of the Watts Bay launch area.
- b. The courses will be displayed on the stern of the Race Committee boat. The course for the first start will be displayed prior to the Warning Signal. The course for the second and subsequent starts will be displayed prior to the Preparatory Signal for those starts. This changes RRS 26.
- c. All courses will use a mid-beat start and finish. Boats shall not cross the start-finish line when sailing intermediate legs of the course.
- d. Courses will be as follows:

"T1" Course (One Triangle): Windward – Gybe – Leeward – Finish.

"T2" Course (Two Triangles): Windward – Gybe – Leeward – Windward – Gybe – Leeward – Finish.

"O" Course (Modified Olympic): Windward – Gybe – Leeward – Windward – Leeward – Finish.

"W1" Course (Windward – Leeward once around): Windward – Offset – Leeward – Finish.

"W2" Course (Windward – Leeward twice around)

"W3" Course (Windward – Leeward three times around)

6. MARKS

Rounding marks may be yellow or white shapes, except that the offset mark for the "W" course may be a different color or a smaller shape.

7. THE START

- a. Races will be started in accordance with RRS 26.1 System 2.

- b. The starting order will be Flying Scots, then Open class, then any subsequent starts.
- c. A minimum of three race-registered boats in a class will constitute a legal start for that class.
- d. The class flag for the Flying Scots will be a white FS logo flag. The class flag for the Open class will be a white flag with the letter "O" on it. The class flag for any subsequent starts will be a plain blue flag or an MSC flag. The Race Committee reserves the right to start the Flying Scots and the Open Class boats together, in a single start, if the number of competitors on a given day does not warrant two starts.
- e. The Starting Signal for the Flying Scots will be the Warning (5 minute) Signal for the Open class. The Starting Signal for the Open class will be the Warning Signal for any subsequent start.
- f. The starting line shall be between the orange staff aboard the committee boat and the starting mark, which is a colored flag.
- g. Boats whose Warning Signal has not been made shall keep clear of the starting area and of all boats whose Warning Signal has been made.
- h. A boat shall not start later than four (4) minutes after her starting signal or will be scored DNS without a hearing. This changes RRS 26.

8. RECALLS

- a. The Race Committee will attempt to notify individuals who start prematurely by calling sail numbers. The committee is under no obligation to guarantee notification. Failure by the Race Committee to make notification, or failure of a boat to receive notification, will not be grounds for redress.
- b. When a General Recall is signaled, the next Warning Signal for the recalled fleet will be 1 minute after the lowering of the First Substitute flag.

9. THE FINISH

The finishing line shall be between the orange staff on the Race Committee boat and the finishing mark (colored flag) or, if the course is shortened or changed, any other mark.

10. TIME LIMIT

For each start:

- a. If the first boat does not finish within 90 minutes, the race will be abandoned.
- b. If the first boat does not round the first (windward) mark within 30 minutes of the start, the race will be abandoned
- c. Any boats not finished within 45 minutes of the first finisher of the class start will be scored DNF. This changes RRS 35.

11. PROTESTS

- a. A boat intending to protest shall notify the Race Committee boat immediately upon finishing, giving them her sail number and the sail number(s) of the boat(s) she is protesting. If unable to finish, notification shall be given at the first reasonable opportunity after returning to shore. This changes RRS 61.
- b. Protests shall be submitted to the Race Committee within one half hour after the Race Committee boat docks. Protests will be heard by a committee designated by the Race Committee in the approximate order they are received. The time and location of the hearing will be determined by the committee chairman.

12. INDIVIDUAL RACE SCORING

The High Point Scoring System will apply.

Each boat will receive point(s) equal to the number of boats she beats, plus one point. The end season score will be the sum of all the points of the individual races. There will be no exclusions (throw outs). A skipper may miss up to one MSC race day during the season to attend one sanctioned regatta out of town and will be awarded one point for each MSC race missed that day. At the end of the season, the boat with the most points will be awarded first place.

DNC –DID NOT COMPETE

Boats that did not come to the starting area will receive 0 points.

DNS – DID NOT START OTHER THAN DNC AND OCS

Boats that did not start other than DNC and OCS will receive 0 points.

OCS – DID NOT START; ON THE COURSE SIDE OF THE START LINE

Boats that were on the course side of the starting line will receive 1 point. OCS boats will be counted as racing or raced.

DNF – DID NOT FINISH

Boats that did not finish will receive 1 point. She started and will be counted as racing or raced.

DSQ – DISQUALIFICATION

Boats that were disqualified will receive 0 points. DSQ boats will be counted as racing or raced.

RCD – RACE COMMITTEE DUTY

A boat that does Race Committee will receive 1 point for the day.

12.A OPEN FLEET SCORING

Boats racing in the Open fleet will be scored using the current Portsmouth System of handicapping. In this system, $ET \times (100 / \text{Portsmouth Number}) = CT$. CT = Corrected Time; ET = Elapsed Time.

After 1st, 2nd, etc. has been determined, then the High Point Scoring System will be used to assign points to each boat.

13. SAFETY

- a. A boat retiring from a race or electing not to sail in a subsequent race shall notify the Race Committee or patrol boat upon leaving the course, if possible, or informing the race committee impossible, after the committee arrives ashore.
- b. It is each competitor's exclusive and individual responsibility to decide whether or not to race or continue racing, to wear a life jacket and to otherwise provide for his or her own personal safety. The Race Committee will make no signal requiring life jackets.

14. SEASON SCORING AND TROPHIES

At the end of the season, the boat with the most points will be awarded first place, etc.

TIE BREAKERS

If at the end of the season the score is tied 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 favor of the boat(s) with the highest score(s).

If a tie remains between two boats, it shall be broken in favor of the boat that scores better than the other boat in more races.

If more than two boats are tied, they shall be ranked in order of the number of times each boat scored better than another of the tied boats.

If a tie still remains between two or more races, they shall be ranked in order of their scores in their last race.

15. Trophies

To be eligible for a trophy in a series, a skipper must serve on a race committee for one race day.

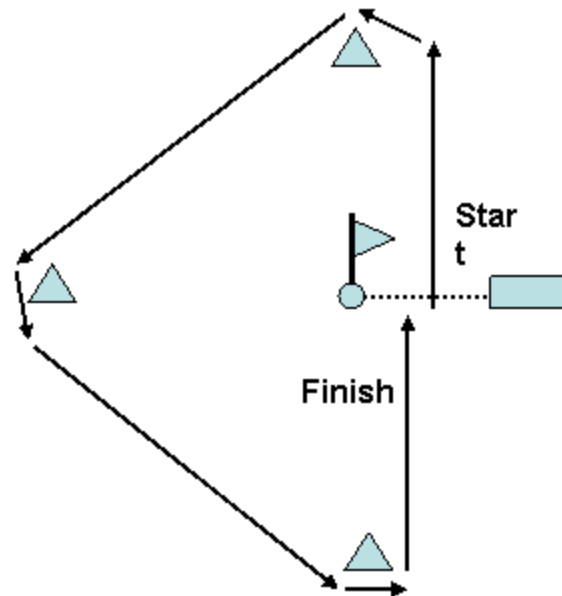
The number of trophies given in a class will be based on the trophy eligible skippers in that class, as follows:

Trophy eligible skippers	1-3	4-6	7-9	11-12	13-15
Trophies	1	2	3	4	5

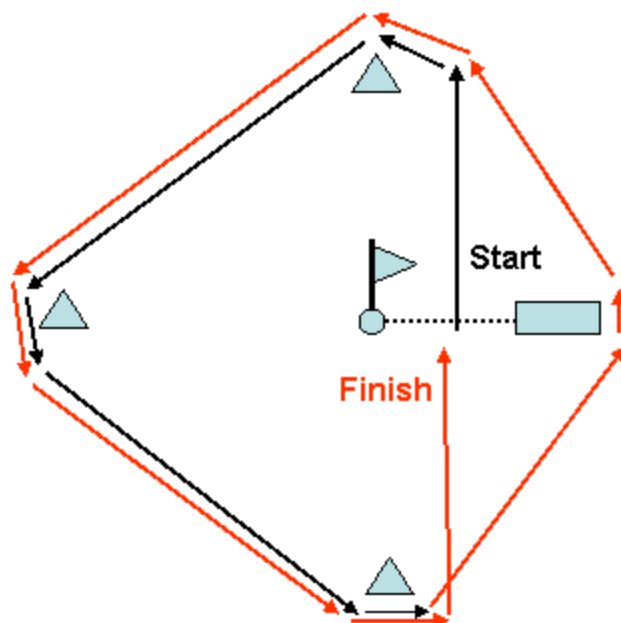
Crew trophies will be awarded only if they are MSC members.

COURSE DIAGRAMS

T1" Course (One Triangle) Windward – Gybe – Leeward – Finish

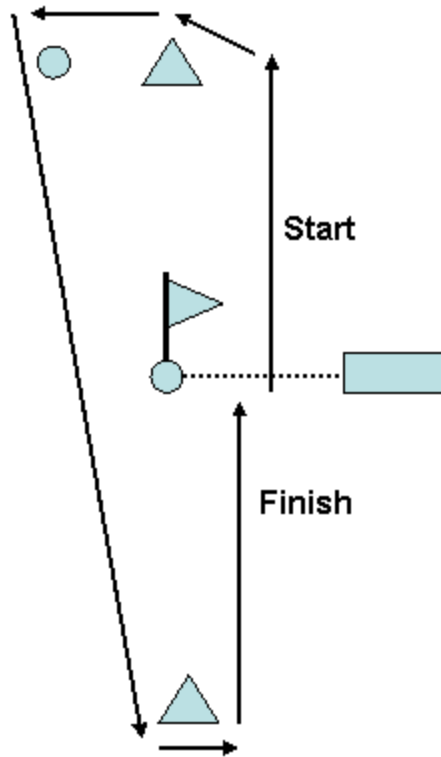


T2" Course (Two Triangles) Windward – Gybe – Leeward – Windward – Gybe – Leeward – Finish



Do not cross the start-finish line when sailing second lap.

“W1” Course (Windward – Leeward once around)
Windward – Offset – Leeward – Finish.



“W2” Course (Windward – Leeward twice around)

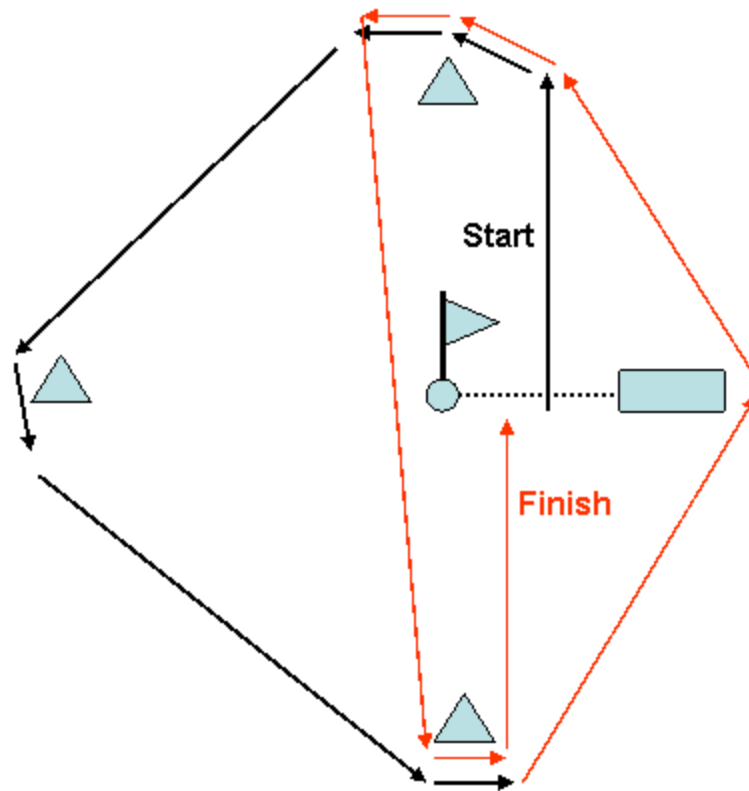
“W3” Course (Windward – Leeward three times around)

Do not cross starting line on second or third lap







“O” Course (Modified Olympic)

Windward – Gybe – Leeward – Windward – Leeward – Finish.

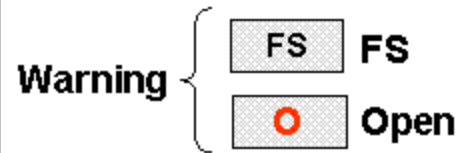
(One triangle with 1 windward – leeward - finish)













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)



Flag Horn

Individual Recall		 ●
General Recall		 ●●
Postponed		 ●●
All races Abandoned		 ●●●
Courses have been shortened		 ●●