

PISECO YACHT CLUB RACING RULES OF SAILING

Approved August 26, 2017

Amended June 7, 2021 by Tiff Ford (Changed 2-boat rule as approved by PYC members: (skipper must announce intent before sailing 2nd boat, not before first race of first boat.))

START/FINISH LINE Races normally start and finish at buoy #5, off the southern point of Higgins Bay.

There are two starting configurations, depending on wind direction. The committee boat will always be moored to buoy #5: the official mark is the flagpole on the committee boat. The start line will be between that mark and either buoy 5A (closer to shore and farther south, usually for races held with wind from the south), or buoy 5B, closer to Higgins Bay, usually for races held with wind from the north). The finish line is usually the same as the start line, but the race committee may signal a race (on the white board) that starts at one line and finishes on the other.

RACE COURSE AND COURSE DIRECTION

Every race is signaled by red or green notations on the white board to indicate the direction in which all boats must pass all buoys. Red indicates a counter- clockwise course with all buoys passed to port. Green indicates a clockwise course with all buoys passed to starboard.

STARTING/BUOYS

Races will normally start with the first leg into the wind. All buoys are numbered, starting at the north end. Odd-numbered buoys are on the east side of the lake. Even-numbered buoys are on the west side. There is no actual #1 buoy: Pine Island is considered the #1 buoy.

The course is displayed on the committee boat white board before each race. Example: "GREEN, 5-5A, 7, 6," means: Clockwise Course (Green Lettering, and/or the word "GREEN") Start Line: 5-5A, sail clockwise around Buoy 7, clockwise around Buoy 6, back to 5-5A finish line). Check the map of the lake (on the pisecoyachtclub.org website) with the precise location of buoy numbers to determine the proper race course.

STARTING CLOCK, PROCEDURES

The official clock for the first race of the day will, if possible, be started promptly at the scheduled start time, usually 2:00 PM. Any delay will be announced to all boats by the race committee. The start of the clock will be signaled by a 5-minute warning signal (white flag and three horn blasts), a 1-minute preparatory signal (blue flag and 2 horn blasts) and a starting signal (red flag and 1 horn blast).

A skipper who chooses not to enter the second race should notify the race committee prior to leaving the area.

The flag signal will be the official warning and starting indicator, though the race committee will make every effort to display the signal flags and sound the horn at the same time. The first blast sounds at flag raising. If the horn malfunctions, the race will still start according to the flag signals.

Four horn blasts and lowered flags signal a restart: the 5-minute countdown will begin again

at the discretion of the committee and following a signal on the committee boat.

The second race of the day will be started after all boats have finished the first race and have time to prepare for the second race. Any request to delay the 2nd race start, due to technical or other considerations, shall be made promptly to the race committee after finishing the first race. The race committee shall announce the upcoming 5-minute warning to all boats. Racers are encouraged to stay near the committee boat to hear announcements of course changes and upcoming race timing.

The race committee shall endeavor to announce an approximate timing countdown toward the upcoming second-race 5-minute warning if workload and conditions permit.

OVER THE LINE INFRACTIONS, RESTART

A boat that crosses the line or one of its extensions in either direction within 1 minute before the start must keep clear of all boats, sail across an extension to the pre-start side before starting to avoid disqualification by the race committee. Explanation of an extension: extend the starting line straight from the pin end to its nearest shore, and from the Committee Boat end to its nearest shore, so there is one straight line from one shore to the other that incorporates the starting line. The boat may not dip back under the starting line. If three or more boats are over the starting line early, 4 horn blasts and lowered flags will signal a general recall and restart. The starting procedure will be the same 5-minute countdown unless otherwise designated by the race committee.

HIGH-WIND SIGNAL

When the wind is steadily blowing over 15 mph, as measured on the committee boat, a yellow-and-red-striped flag will be displayed by the race committee. This does not cancel the race; it is simply to inform the fleet of the wind velocity.

RACE CANCELLATION DUE TO CONDITIONS

The race may be cancelled, at the discretion of the race committee, if in their estimation, conditions are unsuitable to conduct a race. This shall in no way imply that PYC officers, members or committee boat volunteers are responsible for any person's safety: each skipper and crew member must assess the conditions, their equipment and ability, and take responsibility for their safety and the decision to race. An electrical storm will result in an automatic cancellation of the race.

90-MINUTE RACE CANCELLATION RULE

If no boat crosses the finish line within 90 minutes after the race-starting signal, the race is canceled, signaled by a blue-and-white checkered flag and 5 horn blasts. At the discretion of the race committee, some special races may take longer than 90 minutes in which event a new time limit will be set and the fleet will be notified at the line prior to the race.

HANDICAPS/POINTS STANDINGS

Variety Class race calculations will be based upon the Portsmouth number rating system, according to the current US Sailing handicap ratings for one-design classes, utilizing the wind factor HCF for each race. The Cox-Sprague system of scoring races will be applied after the Portsmouth Handicaps have been calculated for each race. If a new boat has not yet received a US Sailing handicap rating, ratings from other, non-US bodies (UK Royal Yacht Club, the boat's racing association, etc., for instance) may be used to determine the appropriate handicap, at the discretion of the Commodore. A skipper must have started at least six races

for the season in order to qualify for final standing. Final standings will be calculated on the basis of all races sailed by each skipper except for the case of a skipper sailing multiple boats, below. No races will be "thrown out." Race standings of Piseco Yacht Club members will be calculated as an entity – guest standings being deleted.

One-design class calculations will be based on the order in which each class boat finishes in a given race, with the position of all non-class boats being included.

SAILING MULTIPLE BOATS

A skipper may sail two or more different **classes of** boats in different races of the season. Unless designated as separate entries by the skipper, all boats sailed by that skipper will be counted together for Variety Class points. If each skipper/boat combination races in at least 6 Variety Class races, each can be considered separately as an entry for the final Variety Class points championship. **A skipper must announce to the Race Committee scorers before his or her first race in the second (or third, fourth, etc.) boat that he or she intends to race two or more classes of boats and have them counted separately.** All regattas must be sailed with the same class boat. **In the case of a boat with 2 or more sail/class options (ie, RS Aero, Laser, etc.), a skipper may change sails during a 2-day regatta, but must be scored for both days with the handicap of the larger sail (faster class).** Finishes in non Variety-Class races (i.e., Sunfish Cup, Junior Regatta) will not be counted for Variety Class points.

REGATTAS

Regatta standings (Founders Cup, Arietta Sesquicentennial, Senior Regatta, etc.) will be calculated on the basis of all boats entered in the regatta. Regatta standings of PYC members will count toward the season Variety Class standings, with non-PYC boat standings deleted. Boats must maintain the same crew member(s) throughout the regatta when all races are held on the same weekend. If one or more races for the regatta are held on a subsequent weekend, and the original crew is not available, a replacement is permitted.

VARIETY CLASS POINTS

Points for the Variety Class season's standings will be awarded only for races open to all classes of boats. In other words, points for Sunfish-only races do not count for Variety Class points.

JUNIORS

Junior standings are limited to skippers who are 18 years old or under as of their first race of the season.

TOWING TO THE START/NON-RACING BOATS

Any boat not participating in the immediate race should keep clear of the start area. Sculling, paddling and all means of propulsion, other than by sails, will result in disqualification once the 5-minute warning signal has been sounded. Boats under tow must drop their tow no closer than 100 yards of the starting line.

MINIMUM ENTRIES

Two boats of any class must start to constitute an official Variety Class race. Two boats of the same class must start to constitute an official class race. Cox- Sprague scoring will be modified to remove penalty for second place, which will be scored as an ordinary last place, with 60% (instead of 40%) of first place.

PERSONAL FLOTATION DEVICES REQUIRED

All sailors entering a race must wear a flotation device in good condition throughout the entire race. All Junior racers must wear flotation devices at all times when participating in PYC on-water activities. The penalty for racing while not wearing a flotation device shall be disqualification.

SAIL NUMBERS

All competing boats should have numbered sails. The race committee may admit a boat without a sail number if it is deemed sufficiently distinguishable.

BASIC RULES Common courtesies of boating shall be strictly observed.

Right of way rules: Starboard tack (wind coming from the starboard side of the boat) has right-of-way over port tack (wind coming from the port side).

On the same tack and overlapped, a windward (upwind) boat must keep clear of a leeward (downwind) boat*.

* This is the rule that is violated when a boat “barges” at the start of the race. A windward boat sailing on the same tack as a leeward boat cannot claim “room at the mark” at the starting line. Instead, the windward boat must keep clear.

Overtaking boat keeps clear until attaining an overlap (bow and equipment in normal position of following boat ahead of stern of leading boat).

Rounding a mark on the same tack, (other than a starting mark) the outside boat must give way to boats that have an overlap inside her (any part across a line extending across the lead boat’s transom) at a point 3 boat lengths (of the leading boat) from the mark.

All boats must give other boats sufficient room to clear any obstruction.

Boats jibing or tacking must keep clear of those established on a tack. Violating any of these right-of-way rules, so that another boat must alter course or speed to avoid a collision, will result in a protest and penalty.

Skippers are expected to be familiar with the Racing Rules of Sailing as published by the United States Sailing Association. A condensed version of these rules appears in the Piseco Yacht Club website – “United States Sailing Association Racing Rules of Sailing – The Bare Necessities.”

INFRACTIONS

A boat that violates a right-of-way rule may avoid disqualification by promptly sailing clear of all other boats and making 2 consecutive 360-degree turns, each including a tack and a jibe. For a serious violation, e.g. one that gains significant advantage or causes damage, the proper penalty is retirement from the race.

TOUCHING A MARK

A boat that has touched a mark may atone by sailing clear of all other boats and making a 360-degree turn. Failure to make the 360 turn will result in disqualification.

Any skipper or race committee member who observes a violation of the rules for which no penalty was taken or which is particularly serious may register a protest with the race committee. If practicable, the offending boat should be warned at the time of violation by hailing “Protest”. The race committee should be notified of the protest immediately following

the finish of all boats.

A written explanation of a protest shall be filed with the protest committee. The Protest Committee shall consist of the Commodore, the Vice Commodore and the Rules Committee. Any member of the Protest Committee who has a conflict of interest shall be recused.

NO MINIMUM CREW REQUIREMENTS

One-Design boats that have minimum crew requirements set by their governing bodies (i.e., a 2-person crew is required for Flying Scot Association competition) have no such requirements in PYC racing. That is, it is legal to race a 2 or 3- person boat singlehanded.

PRACTICE SAILS AND PARTS

In the interest of reduced cost and greater race participation, the use of “practice” or “recreational” sails or other parts, such as rudders, daggerboards, etc., offered by companies such as Intensity Sails, thesailstore, etc., shall be legal for PYC competition so long as no significant difference in dimensions and/ or materials exists, and no performance advantage is gained.

LIABILITY

The Piseco Yacht Club, its members, officers, and non-member volunteers, equipment owners or racers, shall not be liable for injuries to persons or property of racers or other persons, nor shall it be incumbent upon them to furnish safety judgments, first aid, rescue or salvage equipment.