

BALTIMORE COUNTY PORTSMOUTH FLEET 2016 SAILING INSTRUCTIONS

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A program of: Baltimore County Sailing Center
Administration & Race Committee by: Glenmar Sailing Association

PREAMBLE

Our goal is to provide a summer season of racing that promotes and supports sportsmanship, competition and socialization. Throughout the sailing season we strive to create an atmosphere of fun and competition that allows all to strengthen their racing skills and knowledge while enjoying the company of fellow sailors. As much or even more important to our racing are the individuals who dedicate their time and talents to administer, set, and monitor races. In each race, our committee works to create and run races that reflect the true spirit of our racing program. Although many variables affect nightly racing, the competitors and the race committee are of one mind that racing be enjoyable, competitive, fair and safe.

Ideal Races - Racing will be held with one to two races per night. The races will be a windward/leeward courses and each race is anticipated to last 20 to 40 minutes. Light and heavy air racing would be run in areas close to the launch site. Medium air nights would allow the course and location to be dictated more by the wind direction than by its strength.

Ideal Racer - The ideal racer is a safe sportsman that complies with the rules of his/her class and the current Racing Rules of Sailing. This sailor strives to learn the rules of sailing as well as the tactics of winning. When a racer has compromised a rule, the Corinthian sailor accepts their penalty, a tradition of our sport. This sailor is mindful of the safety of his/her crew and prepares their craft for expected conditions. The decision to race is the skippers' decision. And every effort is made by the boat's team to understand their abilities and the capabilities of the boat. Lastly, the ideal racer is a student and a teacher; willing to share skills and expertise to grow the fleet and elevate every participant's racing acumen.

SAILING INSTRUCTIONS

I. RULES

Racing will be governed by the US Sailing - Racing Rules of Sailing (RRS), the prescription of US SAILING, the Chesapeake Bay Yacht Racing Association, and the rules of each one-design class, except as modified by these sailing instructions. Participants must abide by the Inland Rules of the road. Sailing vessels, whether or not engaged in racing, do not have the right to hamper, in a channel, the safe passage of any vessel that can navigate only inside that channel. Participants are advised that no restriction is being placed on the use of the water at the times of our racing, therefore, there may be commercial traffic navigating the race area during races.

2016 GSA Fleet Captain: Bill Lammeree (c. 443-690-4104)

2016 Race Policy Committee: Fran Marinaro, Sam Jackson, and Bill Lammeree.

II. ELIGIBILITY

Any one design day sailing boat 20 ft or less with a Portsmouth handicap rating that does not qualify as a PHRF cabin type cruising boat is eligible to race. Registrants must helm their boat at least half the races in a series.

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III. ENTRIES

Eligible boats may enter by completing the race entry form available on www.bcsailing.org. The BCSC waiver must be signed by skippers and crews for each boat.

IV. NOTICE TO COMPETITORS

Notices will be distributed by mail, e-mail or hand delivered in advance of a race to all registered boat skippers. Any changes in the sailing instructions will be approved by the Race Policy Committee and distributed to skippers at least 24 hours before taking effect.

V. RACING AREA (see APPENDIX 1 - RACING AREA)

Racing area "A" is Hawk Cove between Rocky Point and Hart-Miller Island.

Racing area "B" is in the mouth of Back River between Cuckold Point and Greenhill Cove. "A" area is generally used for NW & SE predominant winds of 6-17 kts.

"B" area is generally used for E & W winds and light or heavy winds from any direction.

These are guidelines only; the Race Committee ("RC") shall decide the course and location.

VI. THE COURSE (see APPENDIX 2 - COURSES)

Thistle & Portsmouth Fleets:

Courses:

The standard course will be a Start - Windward - Leeward followed by a second Windward - Leeward - Downwind Finish. The standard Windward-Leeward 2x courses will incur no signal from the RC.

A shorter course option is the Windward / Leeward 1x course, and will be indicated by the committee boat displaying a white flag with the letter "W."

The Race Committee will record an intermediate time, taken at the downwind crossing of the Start/Finish/(Leeward gate). This intermediate time will be used in the event the race must be abandoned following completion of the first lap.

Course Changes:

At the discretion of the RC, course changes may be made to shorten or lengthen the course. Changes to the course shall be made at a time such that the leading boat is notified of the course change at the last crossing of the Start/Finish line, prior to the actual finish of the race. This requirement will bring all the boats within visual communication distance of the RC, and course changes will be visually indicated, per the following instructions.

Extended Course:

At the RC's option, and subject to the time restrictions in Article XI, TIME LIMIT, the racecourse may be EXTENDED. The RC will display a white flag with the letter "E" and attempt to hail all boats for notification.

The RC will typically indicate an extension at the first windward crossing of the start / finish line but, in no case later than the last leeward rounding. The extension will be an additional windward / leeward course as shown in Appendix 2 of the racing instructions.

If the extension is for the Thistle fleet only, the Thistle class flag will accompany the "E".

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Shortened Course:

At the RC's option, and subject to the time restrictions in Article XI, TIME LIMIT, the race course may be SHORTENED. The RC will display the "S" code flag (a white flag with blue square in the center) and attempt to hail all boats for notification.

The RC will typically indicate the FINISH at the first windward crossing of the start / finish line leeward gate.

If the course is shortened for the Thistle fleet only, the Thistle class flag will accompany the "S" code flag.

2nd Race:

In the event of a 2nd race, the Race Committee (RC) shall display code flag "L" (black/yellow quartered check) and shall attempt to verbally hail the boats to confirm a 2nd race. Competitors should sail within hailing of the committee boat for instruction regarding a second race.

Note that on occasion, the 2nd race may only be for the Thistle fleet. If the 2nd race is for the Thistle fleet only, the Thistle Class flag will accompany the "L".

Rules regarding Extended or Shortened courses, as noted above, shall apply.

VII. SCHEDULE

Series 1 – May

Warning Signal 18:25

April Warm-up Race – Thursday 4/28

Race 1 Thursday 5/05/2016

Race 2 Thursday 5/12/2016

Race 3 Thursday 5/19/2016

Race 4 Thursday 5/26/2016

Series 2 – June

Warning Signal 18:25

Race 1 Thursday 6/02/2016

Race 2 Thursday 6/09/2016

Race 3 Thursday 6/16/2016

Race 4 Thursday 6/23/2016

Race 5 Thursday 6/30/2016

Regatta 6/18/2016 (Saturday) – Portsmouth Handicap Racing – Warning Signal 11:00

Series 3 - July

Warning Signal 18:25

Race 1 Thursday 7/07/2016

Race 2 Thursday 7/14/2016

Race 3 Thursday 7/21/2016

Race 4 Thursday 7/28/2016

July Regatta – 7/16/2016 (Sat.) - Portsmouth Handicap; "Sudden Death" Match Racing – Warning Signal 11:00

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Series 4 – August

Warning Signal 18:25

Race 1 Thursday 8/04/2016

Race 2 Thursday 8/11/2016

Race 3 Thursday 8/18/2016

Race 4 Thursday 8/25/2016

August Regatta 8/20/2016 Saturday - "One Design Match Racing" – Warning Signal 11:00

Series 5 – September

Warning Signal 18:25

Race 1 Thursday 9/08/2016

Race 2 Thursday 9/15/2016

September Regatta 9/17/16 (Saturday) - Race 3-5 Saturday - Warning Signal 11:00)

(Rain date Sunday 9/18/2016 - Warning Signal 11:00)

VIII. THE START

All boats must check-in with the Race Committee prior to the first warning, to confirm their racing/starting status.

The Start line shall be between an orange/yellow flag hoisted on the Starting line side of the RC boat and a Start Mark, typically abeam of the RC boat. Typically, this will be a "ball", positioned slightly to leeward of the leeward gate.

Races will be started in accordance with "Appendix S" Sound Systems, of the 2013-2016 RRS. The sound durations will be as per Appendix "S". The time sequence will be 3-minutes. There will be no timing flags. Only the sound system will be provided.

A boat shall not start later than 10 minutes after her Starting signal. A boat starting later than 10 minutes from her Start shall be scored a DNS.

The sequence may start at any time following the indicated First Warning times, shown in Section VII – Schedule.

Subsequent Starting sequences will begin within 3 minutes of the previous Start. But, not necessarily on a rolling 3-minute Starting sequence.

The RC shall hoist the flag of the class starting. Note that the starting order may change weekly. The RC may set the starting order ahead of the starting sequence of each race. Once hoisted, the starting sequence shall not be changed for that race. Other Starts may be added in any order, determined by the Race Committee.

IX. RECALLS

One sound signal will designate an individual recall. Boats concerned will be hailed if possible. Failure to receive notice of a premature start shall not be grounds for redress. A general recall will be signaled with 2 sounds. Flags may not be displayed (RRS S6).

The warning signal for a new Starting Sequence for the recalled class shall be within 3 minutes following the recalled Start.

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Starts for any succeeding classes shall follow the new Start.

The Starting sequences for subsequent Starts are not necessarily on a 3-minute rolling sequence.

X. THE FINISH

The Finish Line shall be at the Leeward Gate. In the event the R/C is not on station to take your finishing time, each competitor shall note the time of the finish, and report this to the official Scorer (Sam Jackson), via email. SJac466@verizon.net.

A boat which retires from a race shall notify the race committee either before leaving the course area or, if that is impossible, as soon as possible after arriving ashore.

XI. TIME LIMIT

If no boat within a class reaches the Finish Line on the 2nd windward leg within 60 minutes, or at the discretion of the race committee (RC), the race will be abandoned. If the RC does not shorten the course and at least one boat reaches the Start/Finish line on the 1st windward leg within 45 minutes, but no boat completes the full course within 60 minutes, the race will be considered to have been shortened at the Start/Finish line of the first crossing.

The RC will leave station and notify all competitors to return to shore. Finishing places will be awarded based on the times of passage through the start / finish line on the 1st windward leg. When any boat finishes the full or shortened course prior to 60 minutes, the time limit for all subsequent finishers in that fleet will be 10 minutes after the finish of the first boat of that fleet.

XII. SAFETY

Neither the Race Committee nor Glenmar SA nor BCSC bears or accepts any responsibility for the safety of competitors. It is the sole responsibility of the skipper and crew of each boat to decide whether or not to start or to continue racing (Racing Rules of Sailing 4).

Boats racing must have all safety equipment required by the US Coast Guard and their class association, as well as the following equipment on board:

- A. A flashlight for the warning of other boats of your presence after dark.
- B. A police-type whistle for warning and for other signaling purposes.
- C. Approved life vests must be worn by every person on board.
- D. A dedicated towline, 25 feet minimum, readily available.
- E. Other mandatory equipment prescribed under the rules for each class.

The Race Committee at any time may require an inspection of the safety equipment on each boat. Failure of this inspection by any boat will result in a disqualification for that race.

XIII. HANDICAPPING

All boats shall race under The US Sailing Portsmouth Yardstick, using Wind Velocity Handicaps. If a boat does not have a Portsmouth Wind Velocity Handicap rating, the Fleet Captain will assign one until tentative ratings can be obtained from the US Sailing Portsmouth Handicap Committee. Class boats, with sufficient participation and approval from the Race Policy Committee, can apply and race under their one-design class rules. Thistles currently hold such distinction.

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XIV. AWARDS

Glenmar Sailing Association will award series "low point" and seasonal "high point" awards to eligible Glenmar member participants in good standing. To qualify for a series trophy, a yacht must have ranked as a starter in at least:

- Three races in a four or more race series
- Two races in a three race series
- All races in a series of one or two races
- Trophies will be awarded as follows:
 - o 1 - 4 Qualifying yachts: First place only
 - o 5 or 6 Qualifying yachts: Top 2 places
 - o 7 to 19 Qualifying yachts: Top 3 places
 - o 20 + Qualifying Yachts: Top 4 places

The Gary M. Stinefelt Trophy (a perpetual trophy) will be awarded to the Day Sailing Fleet member who has been an enthusiastic participant and proponent, has volunteered time and effort, and has enriched the fleet with friendship, sense of humor, and willingness to help others. The recipient shall be selected at the completion of the racing season by secret ballot of all participants in the Day Sailing Fleet racing program. No individual may receive the award in consecutive years. The GSA Commodore will present the trophy at the annual awards banquet.

High Point Trophies will be awarded in each class to recognize consistency and participation throughout the sailing season. To qualify for a High Point Trophy a yacht must have competed in or received an average score in a minimum of 70% of the completed series races.

XV. SCORING

A low point scoring system as prescribed in the RRS Appendix A4 will apply to all races scheduled in Section VI of these sailing instructions.

Individual race score:

Each boat starting and finishing in a race, and not thereafter retiring or being disqualified, will be scored points as follows:

Finishing Place, Low Point System

First Place, 1 point

Second Place, 2 points

Third Place, 3 points,

Etc.

All other boats will be scored in accordance with RRS A9: Scores in a series longer than a regatta. Boats scored DNF, OCS, DSQ, RAF, TLE, and DNS will be scored 1 more than the number of boats which competed, DNC will be scored 2 more.

Guest boats (not registered and paid) will be scored for a race but are not eligible for series scoring or awards.

A two, or more, race evening shall be scored as separate races. Once a boat is listed as a starter for a race it shall remain a starter for the evening, whether it started the other race or not. For a multiple-race evening, the individual results of each race will be added to her series score.

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A boat that misses a race night (named, "NoSho") due to required RC duty or competing in a class regatta involving travel, will receive a score for that night equal to its average of the other races in which it competed in that series. (See Appendix 3.)

Series Qualification:

To qualify for a series final standings, a yacht must have ranked as a starter in at least:
Three races in a four or five race series
Two races in a three race series
All races in a one or two race series

Series Score:

All series scores for each boat will be calculated as follows: Sum her best low point scores, excluding any applicable throw-out. The boat with the lowest series score is the winner and the other boats are ranked accordingly.

Throw Outs:

Throw outs will be allowed based on the following schedule except when prohibited per RRS A2:
0 throw out in a series of 4 or less races.
1 throw out in a series of 5 or more races.
2 throw outs in a series of 7 or more races.

Ties:

When boats have equal scores at the end of the series, the tie will be broken as per RRS Appendix A8.

High Point Scoring:

High point scoring definition: (individual race score)
Define "N" to be the number of competing boats in a race. Each boat finishing a race and not thereafter retiring or being disqualified will be scored as follows:

Finishing Place Points

First, n points
Second, n-1 points
Third, n-2 points
Fourth, n-3 points
(and so on)

In an effort to reward the more dedicated competitors, all races will be scored. Sum the scores for all the scheduled races (on a high point basis) she had competed in. The boat with the highest cumulative score wins High Point.

All other competing boats, including any that Start and thereafter Retire or are disqualified, will score 0 points. Boats that neither compete nor receive an average score in a race will not receive any high point score for that race.

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XVI. PROTESTS

Protests shall be heard immediately following that day's racing.

The "3-Minute Justice" procedure shall be used to hear all protests. (See Appendix 4 "Protest Procedure - 3-Minute Justice.")

Decisions by the jury panel shall be reported to the Principal Race Officer, who shall then notify the chief scorer. Appeals to the jury decision may be made following the prescription for appeals, to the USYRA.

XVII. SUPPORT BOATS

Team leaders, coaches and other support personnel shall not coach sailors in the racing area between the warning signal and the time of finish. The penalty for infringement of this instruction will be the disqualification in that race of any boat associated with the infringing support personnel.

XVIII. RADIO EQUIPMENT

Carrying a VHF radio shall be permitted, even if individual class rules do not permit. However, a boat shall not make radio transmissions except when seeking or rendering assistance in accordance with RRS Part 4, rule 41, and shall not receive any radio communications unless available to all competitors.

Note: Per Coastguard Regulations: If a boat is carrying a VHF Radio, it shall monitor Channel #16.

IX. RACE COMMITTEE SUPPLY

Each week, one registered boat shall supply one person for race committee help.

Skippers may request a supply date and the Fleet Captain will try to comply, but the schedule will be set before the beginning of the season, subject to changes at the Fleet Captain's discretion.

On dates a skipper is required to supply RC help and they are, therefore, unable to race, an average of their series and High Point scores shall be awarded. If the boat is able to race, then her score for that night's racing shall be used. (Even if the scores are less than the calculated average score.)

Failure to comply with the necessary RC help will result in a DSQ for the series and all high points will be negated.

APPENDIX 1 - RACING AREA

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APPENDIX 2 - COURSES

Course Name – Windward-Leeward Gate

Start slightly leeward of the leeward gate, between the Orange Start on the RC boat and a marker ball, the Starting Line “Pin”.

Race upwind to the Weather Mark, and port rounding.

Race downwind to the Leeward Gate. Enter the gate and round either mark, from inside to outside.

APPENDIX 3 - NoSho

This average score (both low points and high points) will be awarded for no more than one night in any series and shall be awarded as follows:

For each race in a series in which the boat, “NoSho” participated;

1) Calculate the ratio of “NoSho’s” finish position to the total number of boats starting. (ie: 3rd out of 5 boats= 3/5, 2nd out of 9= 2/9).

2) Calculate the sum of all such ratios in the series and find the average ratio.

3) For the average low-point score in the missed race multiply the average ratio by the number of boats which

actually participated in that race, plus one (treating “NoSho” as the N+1 boat in a race of N boats).

4) For average high-point score subtract the average low-point from the actual number of boats in the race, plus one.

Example: “NoSho” participates in 3 out of 4 races in a series and scores as follows: 2nd out of 5 boats, 5th out of 8 boats,

1st out of 3 boats. In the 4th race 9 boats participate.

1) The average sum of the three ratios is $(2/5 + 5/8 + 1/3)/3 = 0.4527$

2) The boat’s average low-point score for the missed race is $0.4527 \times (9+ 1) = 4.53$

3) The boat’s average high-point score for the missed race = $(9+ 1) - 4.53 = 5.47$

Example: “NoSho” participates in 2 out of 3 races in a series and scores as follows: 1st out of 4 boats, 1st out of 10 boats.

In the 3rd race 5 boats participate.

1) The average sum of the two ratios is $(1/4 + 1/10)/2 = 0.175$

2) The boat’s average low-point score = $0.175 \times (5+1) = 1.05$

3) The boat’s average high-point score = $(5+1) - 1.05 = 4.95$

Note: “NoSho” was treated as the 10th, or the 6th boat, respectively, in the missed race rather than one of the 9 or one of the 5 boats that actually participated.

Consider the case where the same number of boats race each week except for when “NoSho” misses, and “NoSho” finishes in the same position each week. Average low-point can never be lower than 1st and average high point can never be higher than N-1. In general, it is possible for “NoSho” to get a low-point score less than 1, that is, better than a first place finish. However, it is never possible for “NoSho” to get a high-point score as good as the actual first place finisher.

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APPENDIX 4 – “Protest Procedure - 3-Minute Justice”

Three minute justice is a protest hearing system that takes the burden off of the race organizers. It is a system that has been around for years. The former head coach of the Old Dominion Sailing Team, K.C. Fullmer, was the first to introduce it to the USTRA. Currently, the system has been used at many regattas including the USTRA Midwinters. The race organizers do not have to form a protest committee. The burden of forming a committee is put on the shoulders of the parties involved in the protest.

Let's use an example. Fred Flintstone and Barney Rubble are in a collision. Fred and Barney both decided not to take a 360 degree penalty turn to exonerate themselves. Fred felt that Barney's alleged rule infringement played a part in the outcome of the race, i.e. Fred felt that his team would have won if he wasn't in a collision with Barney. Fred decides to protest. Fred reports that he is protesting to the finish boat.

The three minute justice hearing can be held at the end of the day, after lunch, or between rotations if there is time. Fred needs to find a person (who is not on his team) to represent him. Barney also needs to find someone (who is not on his team) to represent him. Fred asks Mr. Slate and Barney asks Kazoo. Basically, Fred has a minute to tell Mr. Slate and Kazoo his side of the story. Barney then has a minute to tell Mr. Slate and Kazoo his side of the story. After the two sides have had a minute each (which should be timed), Fred and Barney are excused and Mr. Slate and Kazoo have a minute to make a decision. We strongly encourage the jury to make a decision. Their decision is final. If they cannot make a decision then the protest is disallowed. The jury then reports the decision to the race organizers and the case is closed.

Three minute justice is a fair and equitable way to run protest hearings; it is at least as good as 50/50 which is what most people believe their chances are in a standard protest hearing. Complex situations and obscure appeals do not come into play. Sailors soon realize that the decision is usually made against the person who has the burden of proof (Onus).

The USTRA suggest using the system at any regatta that does not have the luxury of on the water umpiring. These hearings have been held on a beach under a palm tree, in the shower of a locker room, and even standing over the keg of beer er, ah, soda! So give it a try it saves a ton of headaches.