

BALTIMORE COUNTY SAILING CENTER/ GLENMAR SAILING ASSOCIATION
“THURSDAY NIGHT RACING”
2022 SAILING INSTRUCTIONS

A program of the Baltimore County Sailing Center
Administration & Race Committee by: Glenmar Sailing Association
2022 GSA Fleet Captain: Bill Lammeree (c. 443-690-4104)
2022 Race Policy Committee: Fran Marinaro, Sam Jackson, and Bill Lammeree.

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. Typical races will be a windward/leeward course. But the Race Committee can set a triangle course, at their discretion. 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 current US Sailing - Racing Rules of Sailing (RRS), the prescription of US SAILING, 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.

II. ELIGIBILITY

Any one design day sailing boat, 20ft. and under, with a Portsmouth Rating, and that does not qualify as a PHRF cabin type cruising boat is eligible to race. To be eligible for awards, registrants must be Glenmar Sailing Assoc. members, and must helm their boat at least half of the races in a series.

III. ENTRIES

Eligible boats may enter by completing the race entry form available on <https://bcsc.rechub.net/event/583>.

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Note: the BCSC waiver must be signed by skippers and crews for each boat. Liability waivers will also be available from the Fleet Captain, prior to the launch of each week’s racing.

IV. NOTICE TO COMPETITORS

Notices will be distributed by 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 display no signal from the RC.

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 or boats are notified of the course change at the last transiting of the leeward gate, 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. If the extension is for the Thistle fleet only, the Thistle class flag will accompany the “E”. The RC shall indicate an extension at the first rounding of the Leeward Mark. The extension will be 1 additional windward / leeward “lap”, as shown in Appendix 2 of the racing instructions.

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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. If the course is shortened for the Thistle fleet only, the Thistle class flag will accompany the “S” code flag. The RC will typically indicate the FINISH as the boats approach for the first rounding of the Leeward Mark.

Alternate Finish Time:

The Race Committee may record an intermediate time, taken at the downwind crossing of the Start/Finish/(Leeward Mark)line extension. This intermediate time may be used in the event the race is “shortened” following completion of the first lap.

2nd Race/Subsequent Races:

Following the completion of the 1st Race, the Race Committee (RC)-shall attempt to verbally hail boats to confirm a 2nd or other subsequent races. Competitors should sail within hailing of the committee boat for verification and instruction regarding a 2nd/subsequent race.

Note that on occasion, the 2nd/subsequent race may be for the Thistle fleet, only. If the 2nd/subsequent race is for the Thistle fleet only, the Thistle Class flag will be displayed.

VII. 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 the orange flag on the Starting line side of the RC boat and a Start Mark, typically abeam of the RC boat. (The Starting Line will be between the orange flag on the committee boat and the nearer leeward gate mark.)

Races will be started in accordance with “Appendix U” Sound Systems, of the 2021-2024 RRS. The sound notifications will be as per Appendix “S”. The time sequence will be 3 minutes.

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 “Race Schedule”.

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

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Starting Fleet Notification

Typically, all classes will Start simultaneously. However, the RC may decide to offer separate Starting sequences.

An Open Start; all classes starting simultaneously, no flag is flown.

Thistle Start; verbal notification and Thistle Class flag is flown.

Flying Scot Start; verbal notification and Flying Scot Class flag is flown,

In the event of a separate Thistle Class Start, all other classes will Start in the 2nd Start sequence, above.

Note that the starting order may change weekly. The RC may set the starting order well 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 Fleet Captain.

VIII. RECALLS

One sound signal will designate an individual recall. Boat(s) considered as “OCS” will be hailed if possible. Failure to receive notice of an OCS 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 Start for the recalled class shall be within 3 minutes following the recalled Start.

Starts for any succeeding classes shall follow the new Start.

The Warning Signal for subsequent Starts are not necessarily on a 3-minute rolling sequence.

IX. Penalty Turns

Contestants may exonerate themselves of an infraction by completing a penalty turn. Note that only one, full 360 degree turn, executed in one direction is required, regardless of the infraction.

The penalty turn must be executed during the leg in which the infraction occurred, with the exception of a penalty turn for hitting the mark, and any infraction with regard to Mark Room, in which case the penalty turn must be executed on the next leg.

X. THE FINISH

The Finish Line will be between the orange flag on the Race Committee boat and the farthest mark of the Leeward Gate.

XI. RETIREMENT

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.

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XII. TIME LIMIT

If no boat within a class Finishes 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 first transit of the Leeward Gate within 45 minutes, but no boat completes the full course within 60 minutes, the race will be considered to have been shortened at the first transit of the Leeward Gate.

For any reason or cause, the RC may leave station and notify all competitors to return to shore. Finishing places will be awarded based on the times of transit through the leeward gate. 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.

XIII. RACE SCHEDULE

Practice Races

Race 1 Thursday 5/19/2022

Race 2 Thursday 5/26/2022

Series I

June

Race 1 Thursday 6/02/2022

Race 2 Thursday 6/09/2022

Race 3 Thursday 6/16/2022

Race 4 Thursday 6/23/2022

Race 4 Thursday 6/30/2022

June W/E Regatta 7/02/2022

Series 2

July

Race 5 Thursday 7/07/2022

Race 6 Thursday 7/14/2022

Race 7 Thursday 7/21/2022

Race 8 Thursday 7/28/2022

July W/E Regatta 7/30/2022

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Series 3

August

Race 10 Thursday 8/04/2022

Race 11 Thursday 8/11/2022

Race 12 Thursday 8/18/2022

Race 13 Thursday 08/25/2022

August W/E Regatta 8/27/2022

Series 4

September

Race 14 Thursday 9/1/2021

Race 15 Thursday 9/8/2021

Race 15 Thursday 9/15/2021

Sep. W/E Regatta 9/17/2021

Saturday or Sunday Racing Series

GSA may attempt to host a series of Saturday or Sunday afternoon races, open to Portsmouth Fleet boats and other catamarans and dinghies, etc.

Note that this regatta is held for one day, only. (Not both days.) Selection of Saturday or Sunday is at the discretion of the GSA Fleet Captain.

XIV. SAFETY

Neither the Race Committee nor Glenmar SA nor BCSC bear or accept 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 available for every person on board.
- D. A dedicated towline, 25 feet minimum, readily available.
- E. Other mandatory equipment prescribed under the rules for each class.
- F. A VHF radio is highly recommended but not required.

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.

XV. 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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XVI. 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:

- 1 to 3 Qualifying yachts: First place only
- 4 or 5 Qualifying yachts: Top 2 places
- 6 to 7 Qualifying yachts: Top 3 places
- 8+ 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 Trophy

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.

In an effort to reward the more dedicated competitors, all races will be scored. Summing 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.

XVII. 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/or paid, or non-Glenmar competitors) will be scored for a race but are not eligible for series scoring or awards.

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When multiple races are conducted, all races shall be scored on an individual basis. 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.

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:

1. throw out in a series of 4 or less races.
2. throw out in a series of 5 or more races.
3. 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 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)

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.

XVIII. PROTESTS

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

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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.

XIX. 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.

XX. RADIO EQUIPMENT

The radio Frequency shall be Channel 72, unless changed by the Race Committee prior to the Start of each race.

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.

XXI. RACE COMMITTEE SUPPLY (Section deleted)

~~Each week, one registered boat shall supply two people 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.~~

XXII. LIABILITY WAIVER

A Liability Waiver, must be signed by each skipper and crew. The waiver shall be good for the entire racing season May 20 thru Sept 30th.

XXIII. INSURANCE

Each skipper is advised to carry adequate insurance, Including Watercraft Liability, Uninsured Boater, and Medical.

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Please discuss this with your insurance agent to determine suitable coverage levels.

XXIV. Racing Fees

Cost for the 2020 season is as follows:

Glenmar Member 5month Storage and TNR program fees - \$400

Glenmar Member 3 Month Storage and TNR program fees - \$325

XXV. CLUB ASSOCIATION

Each skipper is requested to join Glenmar Sailing Association (GSA). This is an additional fee to the Thursday Night Racing, and Rocky Point boat storage fees. Your membership in GSA will allow you to participate more fully in events such as Cruises, PHRF racing, and participate at no cost to other Glenmar events such as Corn Roasts and the Annual Awards Dinner.

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APPENDIX 1 - RACING AREA

The race area is defined as the area bounded by Rocky Point, Pleasure Island, Hart-Miller Island, and the waters of Hawk Cove.

APPENDIX 2 - COURSES

Course Name – Start/Windward/Leeward/Windward/Leeward-Finish. (AKA “W/Lx2” or, “Windward/Leeward, twice around”.)

Starting Line - Start at the leeward gate, between the Orange Start Flag on the RC boat and the “Pin” mark.

Race upwind to the Weather Mark, and port rounding.

Race downwind to the Leeward Mark. (This is the Starting Line “Pin” mark.)

Round the Leeward Mark, port rounding

Race upwind to the Weather Mark, and port rounding.

Race downwind to the Finish Line, between the orange flag on the RC boat, and the “Pin” mark. Note that the race course may be extended or shortened, per these instructions.

Note: A second Start may be initiated before all boats have Finished.

Note: Starboard tack boats, travelling upwind, will have the right of way over boats that are coming downwind and Finishing, regardless of which tack they are on.

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.

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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.

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.