



2020 SAILING INSTRUCTIONS – SSC CLUB SERIES-

Revised 8.1.2020

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 on the day of the race.

IV. COMPETITORS' MEETING

~~Spring Series: Competitors' meeting at 14:30 on the day of the race.~~ Canceled

Summer Series: Competitors' meeting ~~at 16:00 on the day of the race.~~ Waived

Fall series: Competitors' meeting at 13:30 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, 15:00.~~ Canceled

The warning signal for each succeeding race will be made as soon as practical. No race may start after 17:00.

Summer Series – first race, 16:30

The warning signal for each succeeding race will be made as soon as practical. No race may start after 18:30.

Fall Series – first race, 14:00.

The warning signal for each succeeding race will be made as soon as practical. No race may start after 16:00.

VI. RACING AREA

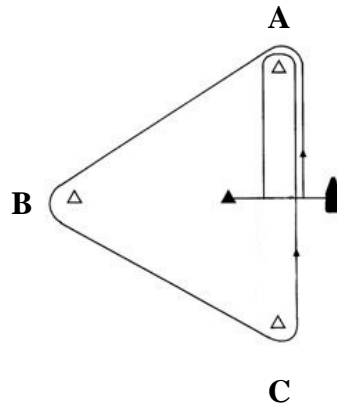
The racing area will lie to the north and east of the SSC clubhouse and will not interfere with the Clear Creek Channel.

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.

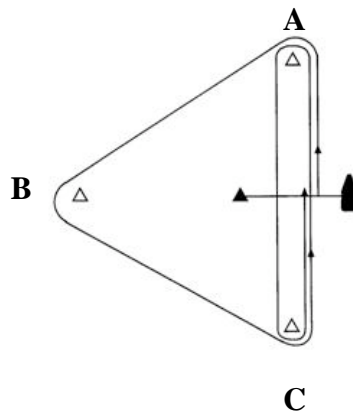
Gold Cup (G)

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



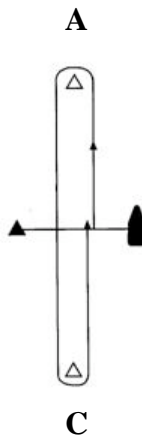
Olympic (O)

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



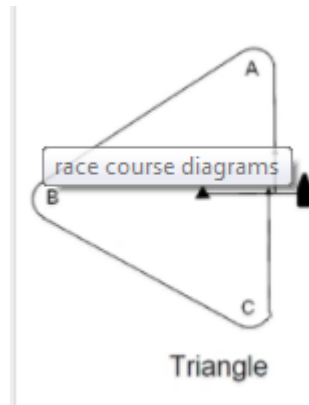
Windward - Leeward (W)

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).



Triangle (T)

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



The course for each start shall be displayed from the course/start stanchion on the race committee boat or on the T-head pier 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.

Note: the above courses may be modified so that the finish line is set off the starboard side of the committee boat. In such circumstance, competitors will leave the finishing mark to starboard and the committee boat to their port side.

VIII. CLASS FLAGS

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

Laser Full Rig - Laser class flag (White field, Red Laser Symbol)

Laser Radial - Laser Radial class flag (Red field, White Laser Symbol)

Laser 4.7 - Laser 4.7 class flag (Black field, White Laser Symbol)

Sunfish - Sunfish class flag

470 - 470 class flag

Windsurfer - Mistral class flag or TBD

Portsmouth - "P" (Blue field, Red "P")

V15 - V15 class flag

Optimist - Optimist class flag

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

IX. MARKS

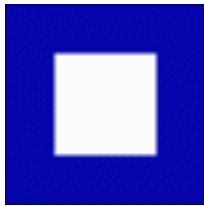
The starting line will be between the course/start stanchion on the race committee boat at the starboard end and a buoy at the port end. Alternatively, if races are run from the T-head pier, the starting line will be posted on the official notice board on the day of the races. A mark of the course may 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. At the discretion of the race committee, pink, red, or orange spheres or yellow cylinders may be used as marks. 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.)*

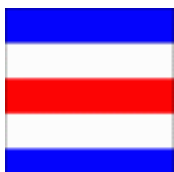
XI. RECALLS

Recalls will in 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 30 minutes or finished in 1 hour. Races may be re-sailed, time permitting.

Boats failing to finish within 15 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 sailor planning on racing shall notify the race committee of his/her intention.

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

The preamble to Part 4 and rule 40 are changed so that competitors shall wear a US Coast Guard USCG) approved Type I, II, or III Personal Floatation Device (PFD), inherently buoyant (i.e. not inflatable) while on the water, except for brief periods while changing clothing. No modifications of the PFD are permitted. The PFD must be worn outside of all clothing except that a thin shirt may be worn over the PFD to prevent snagging.

Each boat shall have a positive floatation painter (bow line) that is at least fifteen feet in length and ¼ inch (5 mm) diameter. The painter must be fixed to the end point of the bow (ie, bow handle on a sunfish; bow padeye on laser; shackle affixed in front of the forestay of a V15 or similar craft).

XV. PROTESTS

Protests shall be on written forms available at the club house from the race committee and lodged with the race committee within 30 minutes after the race committee boat enters the grounds of the club, on its trailer.

XVI. SCORING

In accordance with Appendix A4 of Racing Rules. There will be no throw outs. To qualify and be scored for a series, a skipper must start or serve as an on-the-water race committee member at least 50% of the scored races. Each series will be scored using the *average* score of races started, using the low-point system outlined in the Racing Rules of Sailing, Appendix A, where 1 point for first, 2 for second, 3 for third., and etc.

Racers are scored for only races they start (including OCS starts)

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

If there is a series score tie between two or more boats, the sailor who started more races wins the tie. If the tie is still unbroken, 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 best score(s).

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.

XVII. ONE DESIGN CLASSES

There must be 2 or more one-design club member boats registered for one or more races in a series to constitute a one design 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 competitors meeting.

XVIII. PORTSMOUTH CLASS

There must be 3 or more club member boats registered in the Portsmouth class for one or more races in a series to constitute a Portsmouth class for the series.

Those boats entering the Portsmouth Class will be assigned a rating primarily based on the most recent Portsmouth yardstick available through US Sailing, currently found at:

<https://www.ussailing.org/competition/offshore/portsmouth-yardstick-table-pre-calculated-classes/>

In cases where wind handicap numbers are available and the race committee recorded wind conditions for the races, those numbers will be used. Otherwise the basic Portsmouth number will be used.

For a full explanation of Portsmouth scoring, go to:

<https://www.ussailing.org/wp-content/uploads/2018/01/2017-North-American-Portsmouth-Yardstick-Handbook.pdf>

If there are boats that do not have a rating under the US sailing Portsmouth yardstick, an attempt will be made to assign those boats a fair rating.

In the event of any question or argument over ratings for boats entered in the Portsmouth class, the final decision will be made by the current race governor of Seabrook Sailing Club.

The main aim of the Portsmouth class is to promote fun racing at the club, and give everyone the opportunity to race at Seabrook Sailing Club, regardless of class of sailing craft or experience level.

If the PRO on the day deems particular boats to be sailing well below their rating and holding up the PRO's ability to run multiple races the PRO should at their complete discretion finish those boats in place.

XIX. CLUB CHAMPIONSHIP

Any SSC member is eligible to participate in the Club Championship. There will be only one class, Portsmouth, using above-mentioned US Sailing yardstick, and one start for each race. The PRO determines the courses and will attempt to run 4 - 5 races; however, 2 races constitutes the series. The winner of each eligible class racing in the Fall Series, Summer Series, and Spring Series is granted a maximum of 1 throw out race in the Club Championship. The Championship will be scored using the *low-point system* outlined in the Racing Rules of Sailing, Appendix A, wherein 1 point is scored for first, 2 for second, 3 for third., etc.

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

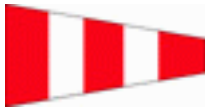
Code flag L will be displayed accompanied by one sound to indicate that all boats should come within hailing distance of the committee boat. (Ref. Race Signals)



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 re-sailed. 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. CHANGES TO INSTRUCTIONS

Any changes or further amendments to these sailing instructions will be posted to the SSC racing landing page.