

**Spring Dinghy Series**  
**March 27 thru May 22, 2022**

**NOTICE OF RACE**  
*(version 03/3/22)*

**Organizing Authority (OA): Beaufort Yacht & Sailing Club**  
**30 Yacht Club Drive, Beaufort, SC**

<b>1</b>	<b>RULES</b>
<b>1.1</b>	The event is governed by the rules as defined in <i>The Racing Rules of Sailing</i> .
<b>1.2</b>	Life jacket and shoes are required for each sailor and coach boat crew member. Juniors (17 and under) are required to wear US Coast Guard approved personal flotation devices from the time they leave the dock until they return, except briefly while changing or adjusting clothing or personal equipment. All other competitors shall comply with RRS 40.
<b>1.3</b>	All coach and support vessels shall be equipped with a functioning engine safety cut-out switch (kill switch) which shall remain attached to the helmsman at all times while the engine is running.
<b>1.4</b>	If there are Covid protocols in place they shall be honored.
<b>2</b>	<b>SAILING INSTRUCTIONS</b>
<b>2.1</b>	The Sailing Instructions (SI) will be available after 1200, March 23, 2022 on the website: <a href="https://www.regattanetwork.com/event/24214">https://www.regattanetwork.com/event/24214</a> Additionally, they will be available on the BYSC Official Notice Board located on the clubhouse riverside porch and during onsite check-in.
<b>3</b>	<b>COMMUNICATION</b>
<b>3.1</b>	All support and coach vessels shall carry and monitor a working VHF radio capable of communicating on standard channels.

<b>4</b>	<b>ELIGIBILITY AND ENTRY</b>
<b>4.1</b>	The event is open to all one-design dinghy boats 20' or less with a minimum fleet size of 3 required for a separate start. BYSC members and non-members are invited.
<b>4.2</b>	The Race Committee reserves the right to combine dinghy classes. Combined dinghy classes will start together and may be scored using the North American Portsmouth Yardstick handicapping system, which is outlined in Attachment A.
<b>4.3</b>	Eligible boats are required to enter by completing the online Registration Form and Waiver at: <a href="https://www.regattanetwork.com/event/24214">https://www.regattanetwork.com/event/24214</a> and by paying the required fee to BYSC prior to joining the series. All competitors are advised to register in advance.
<b>4.4</b>	Juniors (17 and under), including crew, if any, are required to have a parent or legal guardian fill out and sign the waiver portion of the registration form, available in the BYSC office.
<b>4.5</b>	All boats must have numbers on both sides of their sails.
<b>5</b>	<b>FEES</b>
<b>5.1</b>	The entry fee for each series, or portion thereof, is \$35 for adult skippers or \$15 for juniors which will be due at registration.
<b>6</b>	<b>SCHEDULE</b>
<b>6.1</b>	Racing dates for the Spring Series are: #1 March 27 # 2 April 10 #3 May 1 #4 May 8 #5 May 15 #6 May 22-Final

<b>6.2</b>	<p>The scheduled times are as follows:          Skippers Meeting on March 27 only, 12:45pm          Signal Boat check in Closed 1:55pm          First Warning 2:00pm</p> <p>Due to minimal staffing on the Signal Boat it is requested that all boats check in with the Signal Boat no later than 5 minutes prior to the First Warning signal of the day.</p>
<b>6.3</b>	No warning signal will be made after 1630 except on the last day of racing no warning signal will be made after 1600.
<b>7</b>	<b>VENUE</b>
<b>7.1</b>	The Beaufort River bounded on the north by the marsh islands in front of downtown Beaufort and on the south by the McTeer Bridge.
<b>8</b>	<b>THE COURSES</b>
<b>8.1</b>	The courses to be sailed will be shown on Attachment B of the Sailing Instructions
<b>9</b>	<b>PENALTY SYSTEM</b>
<b>9.1</b>	RRS Rule 44.3 does not apply.
<b>10</b>	<b>SCORING</b>
<b>10.1</b>	Six races are required to be completed to constitute a series for each class.
<b>10.2</b>	RRS Rule A5.3 shall apply. “Coming to the starting area” means sailing to the area of the starting line.
<b>10.3</b>	A boat that does not finish within the Sailing Instructions (SI) time limit for that race shall be scored DNF.
<b>10.4</b>	The Rule A4 Low Point System will apply less excludable scores as described here. Throw outs for races completed: none if fewer than 6 races; one if 6 or 7 races; two if 8 or 9 races; three if 10-14 races; four if 15-19 races and five if 20 or more races. This modifies rule A2.

<b>10.5</b>	The North American Portsmouth Yardstick handicapping system may be used for boats where the 3 boat class minimum is not met. The Low Point System as outlined in Paragraph 10.4 will apply for scoring purposes. A description of the Portsmouth System is in Attachment A.
<b>10.6</b>	Competitors serving on the race committee will receive credit for the races missed, and will be scored an average of all her series races sailed, less throwouts.
<b>11</b>	<b>SUPPORT PERSON VESSELS</b>
<b>11.1</b>	Mark and Safety Boats shall be marked with the US Sailing RC flag for ease of identification and safety purposes.
<b>11.2</b>	All support vessels are required to monitor the course channel on a VHF radio and be ready to assist with safety when requested.
<b>12</b>	<b>RISK STATEMENT</b>
<b>12.1</b>	RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. <b>Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.</b>
<b>12.2</b>	Competitors participate in the series entirely at their own risk. See rule 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the series.
<b>13</b>	<b>PRIZES</b>
<b>13.1</b>	Prizes will be awarded based on the number of boats of each class sailing 50% or more of the races, as follows: 1st place for two boats; 1st & 2nd places for four boats; 1st, 2nd and 3rd places for 5 or more boats.

<b>14</b>	<b>FURTHER INFORMATION</b>
<b>14.1</b>	<p>For further information contact:</p> <p>Jim Ward – Fleet Captain <a href="mailto:jim.ward1591@gmail.com">jim.ward1591@gmail.com</a></p> <p>Frank Pontious - Racing Committee Chairman <a href="mailto:fponti@islc.net">fponti@islc.net</a></p> <p>Richard Beesley – Principal Race Officer <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a></p> <p>Jim Thomas - BYSC General Manager <a href="mailto:gm@byscnet.com">gm@byscnet.com</a> 843.522.8216</p> <p>Beaufort Yacht &amp; Sailing Club 30 Yacht Club Drive Beaufort, SC 29907 843.522.8216</p>

3.3.22

# Attachment A

## North American Portsmouth Yardstick

“The North American Portsmouth Yardstick is an empirical handicapping system meant to provide equitable scoring of race results for different boats sailing the same course.” As quoted from the US Sailing Portsmouth Handbook.

While the theory, methodology and application of the handicapping system can be quite complicated, the only thing we at BYSC need to be concerned with for the 2020 Fall Dinghy Series is the handicap factor assigned to each class of participating boats and how the Corrected Times are calculated.

All boat classes have a pre-calculated handicap known as a DPN. Examples are:

- Lightning 87.0
- Snipe 91.9
- Y Flyer 86.7

Corrected times are calculated from:

$(ET/DPN) \times 100 = CT$   
*Where ET is elapsed time (start to finish)*  
*DPN is the pre-calculated handicap*  
*CT is the corrected time*

A corrected time example for a Lightning that finished a race in 31 minutes is:

$(31/87.0) \times 100 = 35.63$  minutes, or 35 minutes 38 seconds

A Snipe finishing in 32 minutes would be:

$(32/91.9) \times 100 = 34.82$  minutes or 34 minutes 49 seconds

A Y Flyer finishing in 32 minutes would be:

$(32/86.7) \times 100 = 36.91$  minutes or 36 minutes 55 seconds

As you can see from the above, the Snipe would finish first based on the corrected time despite having a longer elapsed time. The Lightning would finish second despite the fastest elapsed time and the Y Flyer would finish third.

Finish times will be recorded to the second.

Although the Portsmouth Yardstick allows for variable handicaps based on wind speed, wind speed will not be taken into account in the 2020 Fall Dinghy Series calculations. Your boat's DPN will be provided by the race committee or may be found at:

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

If you have any questions, please contact Frank Pontius (843-252-4900) or Richard Beesley (770-335-3178).