

**2023 Beaufort Yacht & Sailing Club**  
**“Fall Racing Series”**  
**September 3 thru November 12, 2023**  
**DINGHY SAILING INSTRUCTIONS (SI)**  
**Catboat/PHRF Sailing Instructions start on Page 8**

**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>2</b>	<b>CHANGES TO SAILING INSTRUCTIONS</b>
<b>2.1</b>	<p>Changes to the sailing instructions will be posted on the Official Notice Board no later than 60 minutes before the warning for the first race that day. The race committee may announce changes to the sailing instructions on the water before the warning signal for each race, orally or by posting changes on the race committee board.</p> <p>In case of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.</p>
<b>3</b>	<b>COMMUNICATIONS WITH COMPETITORS</b>
<b>3.1</b>	Notices will be posted on the Official Notice Board located on the clubhouse riverside porch.
<b>4</b>	<b>SIGNALS MADE ASHORE</b>
<b>4.1</b>	Signals made ashore will be displayed at the base of the BYSC flagpole. When flag AP (postponement) is displayed ashore, the warning signal will be made not less than 30 minutes after the AP signal is lowered.

<b>5</b>	<b>SCHEDULE OF RACES</b>
<b>5.1</b>	Races will be held on Sunday, September 3 and Sundays thereafter. There is no series racing on September 10. See the race schedule on the NOR for the dates and the schedule of registration and meetings. On site registration will <b>not</b> be available. Register online at: <a href="https://www.regattanetwork.com/event/26877">https://www.regattanetwork.com/event/26877</a> The warning signal for the first race on Sundays will be at 2:00pm for dinghies. Additional races to follow.
<b>5.2</b>	All competitors are required to check in with the Signal Boat prior to the first warning signal of the day.
<b>5.3</b>	No warning signal will be made after 1600.
<b>6</b>	<b>CLASS FLAGS</b>
<b>6.1</b>	Class flags will be the official class flags of each fleet. Substitute pennants may be used as necessary. The Portsmouth class will use Race Signal Pennant 9.
<b>7</b>	<b>RACING AREA</b>
<b>7.1</b>	As outlined in the NOR.
<b>8</b>	<b>THE COURSES</b>
<b>8.1</b>	The dinghy courses to be sailed are shown on Attachment B. Course to be sailed for each class will be posted on the signal boat prior to that class's warning signal. All marks, except gates, will be left to port. An offset mark may be used at the windward mark and a gate may be used at the leeward mark.
<b>9</b>	<b>MARKS</b>
<b>9.1</b>	Course marks will be <i>orange</i> balls. An upwind offset mark, if used, will be a <i>white</i> ball. The upwind mark for the O'Pen Skiff/Optimist class will be a <i>yellow</i> ball. A gate at the leeward mark, if used, will be two (2) <i>orange</i> balls.
<b>10</b>	<b>OBSTRUCTION</b>
<b>10.1</b>	ICW channel marker #242 shall not be passed on the shoreward side due to underwater pilings.

<b>11</b>	<b>THE START</b>
<b>11.1</b>	An <i>orange</i> flag (start line flag) will be displayed (with a long sound) on the signal boat approximately 30 minutes before the warning for the first race.
<b>11.2</b>	Races will be started using Rule 26 with the warning signal made 5 minutes before the starting signal. A series of short horn sounds will precede the first warning signal. Rolling starts will be used for the first race of the day. Subsequent starts may or may not be rolled.
<b>11.3</b>	The starting line will be between a staff displaying an <i>orange</i> flag on the signal boat and a staff displaying an <i>orange</i> flag on the start mark.
<b>11.4</b>	Boats whose warning signal has not been made shall avoid the starting and finishing area during the starting sequence for other races. <b>The starting line will be closed except when starting.</b>
<b>11.5</b>	The predicted order of start is: Melges 15, MC Scow, Laser (ILCA 4, ILCA 6, ILCA 7), 420, Sunfish, O'Pen Skiff, Optimist, Portsmouth Yardstick. The Race Committee reserves the right to combine classes if a three boat minimum per class is not met or to reduce the number of starts. Combined classes may start together and be scored using the North American Portsmouth Yardstick handicapping system, which is outlined in Attachment A.
<b>12</b>	<b>THE FINISH</b>
<b>12.1</b>	The finishing line will be between a staff with a <i>blue</i> flag on the signal boat and a staff displaying a <i>blue</i> flag on the finish mark.
<b>12.2</b>	<b>The finish line will be closed except when finishing. Boats sailing through the finish line while not finishing will be scored DSQ without a hearing, unless they correct the error as outlined in RRS 28-2. This changes rule A-5.</b>
<b>13</b>	<b>PENALTY SYSTEM</b>
<b>13.1</b>	RRS Rule 44.3 does not apply.

<b>14</b>	<b>TIME LIMITS</b>
<b>14.1</b>	The time limit for the first boat in a race to sail the course and finish is 40 minutes. Boats failing to finish within 15 minutes after the first boat in a race sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rule 35.
<b>15</b>	<b>PROTESTS</b>
<b>15.1</b>	Any boat intending to protest shall inform the Race Committee as soon as possible after finishing, but in no case more than 15 minutes after finishing, stating the sail number of the protested boat.
<b>16</b>	<b>SCORING</b>
<b>16.1</b>	Six races are required to be completed to constitute a series for each class.
<b>16.2</b>	RRS Rule A5.3 shall apply. “Coming to the starting area” means sailing to the area of the starting line.
<b>16.3</b>	<p>A boat that does not finish, but was still competing, within the Sailing Instructions (SI) time limit for that race shall be scored DNF, and shall be scored one more than the number of boats finishing that race. This modifies Rule A5.2.</p> <p>The first sentence of Rule A5.2 shall be modified to read “.....one more than the number of boats starting that <u>race</u>.” This does not change rule A2.</p>
<b>16.4</b>	For dinghies 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; starting at 6 races there will be one throw out per 3 races. This modifies rule A2.
<b>16.5</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 of the NOR will apply for scoring purposes. A description of the Portsmouth System is in Attachment A.

<b>17</b>	<b>RISK STATEMENT</b>						
<b>17.1</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>17.2</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>18</b>	<b>PRIZES</b>						
<b>18.1</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>19</b>	<b>FURTHER INFORMATION</b>						
<b>19.1</b>	For further information contact: <table border="1"> <tr> <td>Read Clarke – Fleet Captain Fleetcaptain.bysc@gmail.com</td><td>Richard Beesley – RC Chairman <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a></td></tr> <tr> <td>Richard Beesley – PRO <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a></td><td>Noah Kipar – Sailing Director <a href="mailto:sailingdirector@beaufortsailing.com">sailingdirector@beaufortsailing.com</a></td></tr> <tr> <td>BYSC <a href="mailto:gm@byscnet.com">gm@byscnet.com</a> 843.522.8216</td><td></td></tr> </table>	Read Clarke – Fleet Captain Fleetcaptain.bysc@gmail.com	Richard Beesley – RC Chairman <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a>	Richard Beesley – PRO <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a>	Noah Kipar – Sailing Director <a href="mailto:sailingdirector@beaufortsailing.com">sailingdirector@beaufortsailing.com</a>	BYSC <a href="mailto:gm@byscnet.com">gm@byscnet.com</a> 843.522.8216	
Read Clarke – Fleet Captain Fleetcaptain.bysc@gmail.com	Richard Beesley – RC Chairman <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a>						
Richard Beesley – PRO <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a>	Noah Kipar – Sailing Director <a href="mailto:sailingdirector@beaufortsailing.com">sailingdirector@beaufortsailing.com</a>						
BYSC <a href="mailto:gm@byscnet.com">gm@byscnet.com</a> 843.522.8216							

Updated: 08/28/23

# 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.

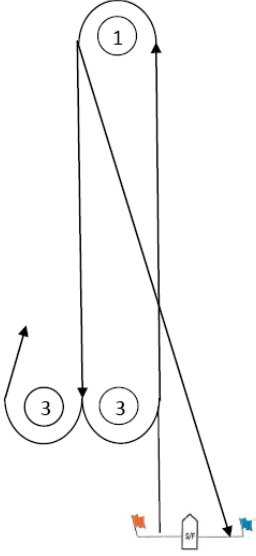
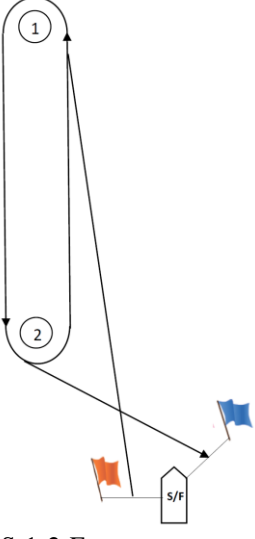
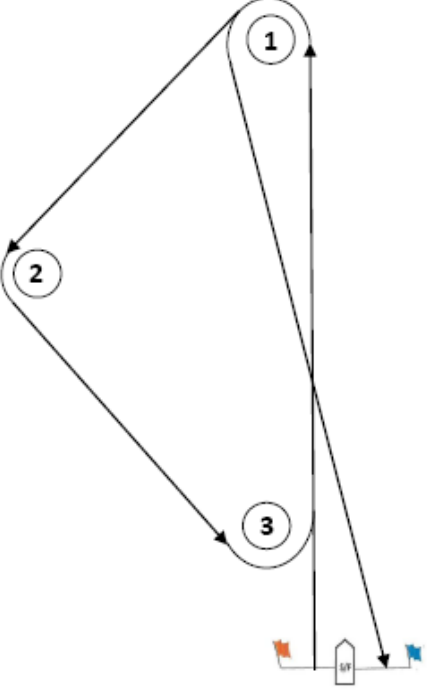
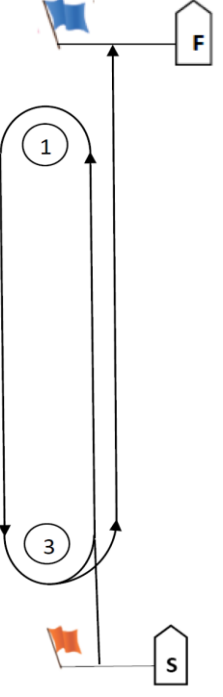
Although the Portsmouth Yardstick allows for variable handicaps based on wind speed, wind speed will not be taken into account in the 2020 Fall Dinghy Series calculations. Your boat's DPN will be provided by the race committee or may be found at: <https://www.ussailing.org/competition/offshore/portsmouth-yardstick-table-pre-calculated-classes/>

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

## Course Diagrams – Attachment B

08/28/23

Actual angles and lengths between marks will vary depending on available racing area, wind and currents.  
Course designators show number of legs to be sailed.

<p><b>Windward Leeward – Downwind Finish</b></p>  <p>WLD-4 S-1-3-1-F WLD-6 S-1-3-1-3-1-F WLD-8 S-1-3-1-3-1-3-1-F</p>	<p><b>Windward Leeward – Downwind Hook Finish</b></p>  <p>WLDH-3 S-1-2-F WLDH-5 S-1-2-1-2-F WLDH-7 S-1-2-1-2-1-2-F</p>
<p><b>Triangle – Downwind Finish</b></p>  <p>TD-5 S-1-2-3-1-F TD-8 S-1-2-3-1-2-3-1-F</p>	<p><b>Windward Leeward – Upwind Finish</b></p>  <p>WLU-3 S-1-3-F WLU-5 S-1-3-1-3-F WLU-7 S-1-3-1-3-1-3-F</p>

**2023 Beaufort Yacht & Sailing Club**  
**“Fall Racing Series”**  
**September 3 thru November 12, 2023**  
**CATBOAT/KEELBOAT**  
**SAILING INSTRUCTIONS (SI)**

**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. All competitors shall comply with RRS 40 regarding PFD's.
<b>2</b>	<b>CHANGES TO SAILING INSTRUCTIONS</b>
<b>2.1</b>	Changes to the sailing instructions may be made at the Skippers Meeting, or changes on the water before the warning signal for each race on VHF CH 78 or orally.
<b>3</b>	<b>SIGNALS MADE ASHORE</b>
<b>3.1</b>	Signals made ashore will be displayed at the base of the BYSC flagpole. When flag AP (postponement) is displayed ashore, the warning signal will be made not less than 30 minutes after the AP signal is lowered.
<b>4</b>	<b>SCHEDULE OF RACES</b>
<b>4.1</b>	Races will start Sunday, September 3 and run until Nov. 12 except as noted. There is no racing on September 10 or October 15. See the race schedule in the NOR for the dates and the schedule of registration and meetings. On site registration will not be available. Register online at: <a href="https://www.regattanetwork.com/event/26877">https://www.regattanetwork.com/event/26877</a> The warning signal for the first race on Sunday will be at 1:00 pm for catboats. A second race may be sailed, which will be decided by the skippers at the end of the first race of the day.



<b>4.2</b>	All competitors are required to check in with the Signal Boat prior to their class warning signal.
<b>4.3</b>	No warning signal will be made after 1600.
<b>5</b>	<b>CLASS FLAGS</b>
	Class flag will be the CATBOAT ASSOC. Flag.
<b>6</b>	<b>RACING AREA</b>
	As outlined in the NOR.
<b>7</b>	<b>THE COURSES</b>
	Catboats will plan their own course at skipper meetings prior to each race in consultation with the RC. It is anticipated that the RC, when available, will set a start/finish line and possibly a windward mark. The finish line may be different from the start line.
<b>8</b>	<b>MARKS</b>
<b>8.1</b>	<p><b>MARKS WHEN SET BY THE RC.</b> Orange ball. Catboats/keelboats may substitute government navigation aids or other markers as marks.</p> <p><b>MARKS WHEN IS RC NOT PRESENT.</b> To be decided at the Skippers Meeting</p> <p>Round all turning marks to PORT unless changed at Skippers Meeting.</p> <p>Cross under McTeer Bridge within two bridge sections of Main Channel.</p> <p>Government marks need not be honored but the skipper takes total responsibility for the risk of deviating from the recommended ICW course. ICW 242 shall not be passed to the west under any circumstances. The “cut” by the sandbar may not be used and the large wooden “bridge” sign west of the sandbar shall be passed to its west.</p> <p>.</p>
<b>9</b>	<b>THE START, WHEN SET BY THE RC</b>
<b>9.1</b>	An <i>orange</i> flag (start line flag) will be displayed (with a long sound) on the signal boat approximately 30 minutes before the warning for the first race.

<b>9.2</b>	Races will be started using Rule 26 with the warning signal made 5 minutes before the starting signal. A series of short horn sounds will precede the first warning signal.
<b>9.3</b>	The starting line will be between a staff displaying an <i>orange</i> flag on the signal boat and a staff displaying an <i>orange</i> flag on the start mark or possibly a government mark if necessary.
<b>9.4</b>	Boats whose warning signal has not been made shall avoid the starting and finishing area during the starting sequence for other races.
<b>9.5</b>	<b>WHEN RC IS NOT PRESENT.</b> To be determined at the Skippers Meeting.
<b>10</b>	<b>THE FINISH</b>
<b>10.1</b>	<b>WHEN RC IS ON STATION TO RECORD FINISHES.</b> The finishing line will be between a staff with a <i>blue</i> flag on the signal boat and a staff displaying a <i>blue</i> flag on the finish mark unless other arrangements and official notification has been made.
<b>10.2</b>	<b>WHEN THE RC IS NOT TAKING FINISHES.</b> Each skipper is to record their own finish time TO THE SECOND and note the boats who finish before and after you. Communicate this information to Frank P. upon finishing at the dock or by end of day to <a href="mailto:fponti@islc.net">fponti@islc.net</a> . PHRF scores will be calculated using the time-on-time method and established PHRF handicaps.
<b>11</b>	<b>ENGINES.</b> Engines may be used without penalty in an emergency only to avoid hitting an obstruction – such as a bridge or dock. Engine use should be at the minimum to avoid the situation and there should be no gain on the course. The Race Committee shall be notified as soon as reasonably possible.
<b>12</b>	<b>PENALTY SYSTEM</b>
	RRS Rule 44.3 does not apply. Rule infraction. One turn penalty will apply and shall be taken as soon as safely possible.

<b>13</b>	<b>TIME LIMITS</b>
	After the first boat finishes the time limit will be one hour. Boats failing to finish within the time limit will be scored DNF and receive 1 place lower than the boats that finished within the time limit. This changes rule 35.
<b>14</b>	<b>PROTESTS</b>
	Any boat intending to protest shall inform the Race Committee as soon as possible after finishing, but in no case more than 15 minutes after finishing, stating the sail number of the protested boat.
<b>15</b>	<b>SCORING</b>
<b>15.1</b>	RRS Rule A5.3 shall apply. "Coming to the starting area" means sailing to the area of the starting line.
<b>15.2</b>	Catboats and keelboats will be scored separately by their calculated finish position, with the days finish positions averaged if more than one race is held. Finish positions will be adjusted by elapsed time and class handicap. Throw outs for individual catboat and keelboat days of racing completed: none if fewer than 4 days, one if 4 days are completed and a total of two if 7 or more days are completed. DNC gets 1 point more than the boats registered. All other scoring acronyms get 1 point more than the boats that show up on the starting line.
<b>16</b>	<b>RISK STATEMENT</b>
<b>16.1</b>	RRS 3, Decision to Race, 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>16.2</b>	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>17</b>	<b>PRIZES</b>	
	Prizes will be awarded based on the number of boats of each class sailing 50% or more of the racing days as follows: 1st place for two boats; 1st & 2nd places for four boats; 1st, 2nd and 3rd places for 5 or more boats.	
<b>18</b>	<b>FURTHER INFORMATION</b>	
	For further information contact:	
	Woody Norwood, Class Captain. Snorwood3@me.com	Richard Beesley – RC Chairman beesley.richard@gmail.com
	Richard Beesley – PRO <a href="mailto:beesley.richard@gmail.com">beesley.richard@gmail.com</a>	Read Clarke—Fleet Captain fleetcaptain.bysc@gmail.com
	BYSC <a href="mailto:gm@byscnet.com">gm@byscnet.com</a> 843.522.8216	

Updated: 08/28/23