

# 2026 FBYC One Design CLUB SERIES Sailing Instructions

## ( Spring, Summer Seabreeze & Fall Series)

### 1. RULES

1.1 Races are governed by the rules as defined in *The Racing Rules of Sailing 2025-2028*.

1.2 A boat shall carry all equipment required by her class rules.

1.3 *Except in an emergency*, a boat shall neither make radio transmissions *while racing*, nor receive radio communications not available to all boats. This restriction also applies to mobile phones.

### 2. NOTICES TO COMPETITORS

Notices in advance of any race day will be posted on Regatta Network for that event (<https://www.fbyc.net/events/?division=onedesign>). Notices to competitors the day of any event will be posted on the official notice board located inside the FBYC Main Clubhouse first floor screen porch.

### 3. CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to these sailing instructions will be posted on the Official Notice Board by the end of the Skippers' Meeting on the day it will take effect or, on a day when there is no Skippers' Meeting, at least 2 hours prior to the first warning signal.

3.2 Changes to a sailing instruction may be made on the water by the Race Committee hoisting code flag "L", having vessels come within hail, and then communicating by hailing the change orally.

### 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the flagpole on the FBYC Fishing Bay Dock.

4.2 When a notice or an addendum to these sailing instructions has been posted (see *Section 2*), display of code flag "L" will be made ashore.

4.3 When flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

### 5. SCHEDULE OF RACES

5.1 The schedule for each event can be found in the Event Notice of Race.

5.2 Flag "A" displayed with no sound while boats are finishing means, 'no more racing that day.'

### 6. CLASS FLAGS

6.1 Class Flags shall be white flags with class insignia for all classes except ILCA and Portsmouth. The ILCA class flags will be:

ILCA 7            Yellow flag w/ ILCA insignia

ILCA 6            Green flag w/ ILCA insignia

When less than three like ILCA boats are present, they will be combined with, and use, the ILCA 7 class flag.

**6.2** The Portsmouth class flag will be the numeral pennant “9”.

## **7. THE COURSES**

**7.1** The racing area(s) will be in the Fishing Bay area and the mouth of the Piankatank River in the vicinity of the areas designated “A”, “B”, “C”, and/or “D” on the chartlet as shown in FBYC Sailing Events Appendix C, FBYC ONE DESIGN SAILING CHARTLET, available online at <https://www.fbyc.net/sailing-documents/appendix/>.

**7.2** Example courses are illustrated in the FBYC Sailing Events Appendix D, EXAMPLE COURSES – DROPPED MARK COURSES, available online at <https://www.fbyc.net/sailing-documents/appendix/>. The example course diagrams show the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

**7.3** The course for each class will be designated by displaying letter(s) on the Race Committee Signal Boat. A number following the course designation will indicate the number of legs. (Other examples include: “W2” is windward/leeward, “W4” is windward/ leeward/ windward/ leeward, and “H5” is windward/ leeward/ windward/ leeward/ windward.)

**7.4** The “S” letter following the course designation indicates that boats finish to starboard of the Race Committee boat, between the Race Committee boat and a finishing mark, when sailing to windward.

**7.5** The “L” letter following the course designation “W” indicates that the Race Committee will set two windward marks; the classes designated to sail the “L” course will round the farther windward mark, and all other classes will round the nearer windward mark.

## **8. MARKS**

**8.1.** Marks of Race Courses shall be orange inflatable marks or inflatable marks as designated by the race committee.

**8.2.** New change marks will be yellow inflatable marks. This changes RRS 33.

**8.2.1.** If the course is changed after the start, only one change mark will be set. All boats shall round this single change mark.

**8.2.2.** If the course has a long and a short weather mark, all boats will round the single change mark.

**8.2.3** When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

**8.3.** The starting and finishing marks will be orange inflatable marks.

## **9. THE START**

**9.1** Races will be started by using The Racing Rules of Sailing (RRS) 26 or the Appendix U audible start. The starting line will be between the staff from which an orange flag is displayed on the Race Committee signal boat and the starting mark (pin). If Appendix U starts are to be used, it will be noted at the Skippers Meeting. The RRS 26 start will be the start unless noted differently at the Skippers Meeting.

**9.2** Boats starting later than four (4) minutes after their starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.1.

**9.3** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.

**9.4** As a courtesy to boats that a starting sequence will begin shortly, the Race Committee may sound multiple sounds as an alert. This is a not timed sound signal.

**9.5** Each boat is required to check in at the Race Committee signal boat by hailing her sail number and class and being acknowledged by the Race Committee before the warning signal of the first race in which she intends to participate. A boat may not protest a breach of this instruction. This changes Rule 60.2(a)

**9.6** In the event of an individual recall the Race Committee will attempt, as a courtesy, to hail boats identified as OCS. The timing and order of such hails or the failure of a boat to hear a hail will not be considered an improper action or omission of the race committee under Rule 61.4 (b)(1) nor does it relieve the vessel of its responsibilities to properly *start*.

## **10. CHANGE OF THE NEXT LEG OF THE COURSE**

**10.1** If during the signaling of a change of course, one or more class flags are flown under the change of course Flag “C”, then the change applies only to those indicated classes. If there are no class flags flown, the change is applicable to all classes. This changes Rule 33.

## **11. THE FINISH**

**11.1** The finishing line will be between the staff from which a blue flag is displayed on a Race Committee signal boat and the designated finishing mark.

**11.2** A boat sailing the course whose finish position cannot be changed no matter how she finishes, may be requested by the Race Committee to immediately return to the starting area. Such a boat will be scored as though she had completed the race. This changes Rules 28.1, 35, A4 and A5.2.

**11.3** A boat that retires from a race shall notify the Race Committee via hail as soon as possible. Failure to notify as soon as possible will result in disqualification for the last race the boat started prior to retiring [DP].

## **12. TIME LIMITS**

**12.1** The time limit will be sixty (60) minutes for the first boat to start, sail the course, and finish.

**12.2** Boats failing to finish within twenty (20) minutes after the first boat in class starts, sails the course and finishes, will be scored “TLE” and given points 1 greater than the number of boats finishing the race. This changes Rules 35, and A5.1.

## **13. PROTESTS AND REQUESTS FOR REDRESS**

**13.1** A boat intending to protest another boat must notify the Race Committee by hail immediately after finishing or retiring. This notification must include the boat name and/or sail number of the boat being protested and must be acknowledged by the Race Committee. This changes Rule 60.2(a).

**13.2** Hearing Request Forms are available in print at the Official Notice Board, or available electronically [here](#).

**13.3** The time limit for filing written protests is one hour after the Race Committee moors at FBYC. Written protests shall be delivered to the PRO. This protest time limit will be posted on the Official Notice Board. If the Race Committee posts a list of boats scored OCS, ZFP, or BFD on the Official Notice Board before expiration of the protest time limit, the time for filing a request for redress based on such a score shall be made no later than 30 minutes after the protest time limit. This changes Rule 61.2(a).

**13.4** A notice of protests and requests for redress filed, approximate hearing times and place of hearing will be posted on the Official Notice Board within 30 minutes after the end of protest time.

**13.5** Any skipper wishing to become party to a redress hearing must notify the Race Committee in writing within 15 minutes after the end of protest time.

#### **14. SCORING**

**14.1** A competitor's failure to appear for a protest hearing will be considered avoidable absence under Rule 63.1(b).

**14.2** The Scoring System for **Daily Results** is the "Low-Point Scoring System" as described in Appendix A (Scoring), except that:

- a) When fewer than six (6) races have been completed, a boat's series score shall, subject to rule 90.3(b), be the total of her race scores. This modifies Rule A2.
- b) When six (6), or more, races have been completed, a boat's series score shall, subject to rule 90.3(b), be the total of her race scores, excluding her worst score. This modifies Rule A2
- c) A boat that did not start, did not finish, retired, or was disqualified shall be scored points for the finishing place one more than the number of boats competing in that race. This modifies Rule A5.2.

**14.3** The Scoring System for **Series Results** is the "High-Point Percentage Scoring System" as described by US Sailing.

- a) Under the "High-Point Percentage Scoring System", each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

| <b>Finishing Place</b> | <b>Score</b>                |
|------------------------|-----------------------------|
| First                  | N                           |
| Second                 | N-1                         |
| Third                  | N-2                         |
| Fourth                 | N-3                         |
| Each place thereafter  | Subtract 1 additional point |

'N' will be defined as the number of boats that compete in a particular race. All other boats that compete in that race, including any that finish and thereafter retire, are disqualified, or are scored TLE will score 0 points. Boats that do not compete in that race (DNC) will not be scored.

- b) The **series score** for each boat will be a percentage calculated as follows: divide the sum of her race scores by the sum of the points she would have scored if she had placed first in every race in which she competed; multiply the result by 100. No scores will be excluded.

- c) To qualify for **series awards** a boat shall finish 51% or more of the series races completed.

- d) Each boat that competes in the series and attains 100% participation will receive an additional 3 points added to the sum of her race scored.

- e) The qualified boat with the highest series score is the winner, and others are ranked accordingly.
- f) One race is required to be completed on two or more days to constitute the series.
- h) Appendix A8 (Series Ties) is modified to specify that if methods A8.1 and A8.2 do not resolve a tie between two or more boats, the final result shall be a tie.

**14.4** All Portsmouth scoring will utilize Portsmouth Yardstick DPN-2 Handicaps to score races comprised of unlike boats. Current handicap ratings are found in FBYC Sailing Events Appendix “E”, DPN-2 Portsmouth Handicaps, and online at <https://www.fbyc.net/sailing-documents/appendix/> , or for other classes not listed, found [here](#) (pdf US Sailing).

**14.5** Race results and other notices will be posted on the official notice board following the conclusion of each day’s racing and may also be posted on the Regatta Network Event website..

**15. PRIZES**

**15.1** Prizes will be given as follows and determined by the total number of boats starting within the applicable sailing class:

| DAILY AWARDS | MINIMUM # STARTERS | SERIES AWARDS | MINIMUM # STARTERS | SPECIAL EVENT AWARDS         |
|--------------|--------------------|---------------|--------------------|------------------------------|
| First        | 3                  | First         | 3                  | As determined by Event Chair |
| Second       | 5                  | Second        | 5                  |                              |
| Third        | 6                  | Third         | 7                  |                              |
|              |                    | Fourth        | 10                 |                              |

**16. DISCLAIMER OF LIABILITY**

**16.1** Competitors participate in any race or regatta entirely at their own risk as instructed in RRS, 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 regatta.

**17. COMMERCIAL ACTIVITY**

**17.1** A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial freighters, tugs and tows, or other commercial vessels that are unable to readily respond.

**17.2** A boat without way in a ship channel that uses an engine to clear the channel at the approach of commercial traffic, shall either retire, or if the incident was unavoidable, continue racing and request redress.

**17.3** A boat racing at night in the vicinity of vessels with which they might collide shall illuminate their sails by all available means to ensure that they are clearly seen by the other vessel(s). This is in addition to the navigation lights and shapes required by the COLREGS or other applicable government regulations. Such displays shall not be grounds for protest. This changes Rule 60.1.

**17.3** Any vessel fouling commercial crab pot(s) and severing or dislocating them by more than 100' is required to record the license number from the pot float, report the event (with vessel contact information) to VMRC by calling 757-247-2127, and reimbursing the licensee for any loss if so claimed.