

Questions received regarding 20% scoring place penalty
Regarding the change to creating a 20% penalty for going thru a poison line.

Before I answer your specific questions, I'd like to share my vision of racing at HCYC. I envision HCYC to be the club where racing is an event to be enjoyed by all; a learning experience for beginners and the thrill of bettering one's self for the experienced. The image of a novice participant, in 2013, trailing the fleet around the course is embedded in my mind. The skipper paid \$25 each for two races for the pleasure of watching everybody sail off in the distance. The races I run at HCYC are meant to keep people in the game. One of the means by which that will be done is clear unambiguous sailing instructions. A PRO has two means of addressing rules errors on the course, scoring penalty or protest. Rule errors not addressed in scoring are required to be addressed by protest.

Q: What is wrong with the CB hailing the violator and being required to un-do your mistake by "unthreading" the line crossing and returning to the course or you were DNF.

A: The problem with hails across the water are they can be misunderstood or worse, not heard at all. You may recall an incident this past year when a contestant hailed the RC boat and asked, "Have we started?" The response from the committee boat was, "Yes, the race has started." The contestant interpreted the response to mean the contestant had appropriately started and was clear to continue around the course. That was not the intent of the RC response. Also, if the wind has any force at all, it is probable that a hail won't even be heard. Misinterpreted hails could be the foundation of a protest hearing.

Q: If I do "unthread" the line crossing by turning around and going around the outside of the line do I still get the 20% penalty?

A: Crossing the start-finish line at any time other than starting or finishing will result in a 20% scoring place penalty for each inappropriate crossing. Thus, a boat inappropriately crossing, realizing her mistake, and crossing in the opposite direction would receive two scoring penalties.

Q: Will the CB hail a violator?

A: No, the RC will not hail a violator.

Q: How is the 20% penalty calculated before or after the PHRF is calculated? (This question also applies to failure to check in too.)

A: The 20% scoring place penalty is calculated after time adjustments and affects the finishing place not the time. This is explained in The Racing Rules of Sailing for 2013-2016.

"44.3 Scoring Penalty

(c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the sailing instructions. However, she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered.

The scores of other boats shall not be changed; therefore, two boats may receive the same score.”

Q: The poison line is always a cool feature of the course because it has the effect of adding another "obstruction or mark" to the course.

A: I agree. The poison line requires more strategy and tactics.

Examples of Scoring Place Penalties:

3 boats in the fleet, 3 races	Score before penalty	Place before penalty	Penalty	Score after Penalty	Place after penalty
Boat A	1	1	$0.2 \times 3 = .6$	$1 + 0.6 = 1.6 \approx 2$	1
Boat B	2	2	0	2	1
Boat C	3	3	0	3	2
6 Boats in fleet, 3 races					
Boat A	1	1	$0.2 \times 6 = 1.2$	$1 + 1.2 = 2.2 \approx 2$	1
Boat B	2	2	0	2	1
Boat C	3	3	$0.2 \times 6 = 1.2$	$3 + 1.2 = 4.2 \approx 4$	2
Boat D	4	4	0	4	2
Boat E	5	5	0	5	3
Boat F	6	6	$0.2 \times 6 = 1.2$	$6 + 1.2 = 7.2 \approx 7$	4

Please be ready to discuss at the Skipper's meeting on the 18th.