

SAILING INSTRUCTIONS
RIVERTON YACHTCLUB 2017

1. RULES:

All Riverton Yacht Club racing will be governed by The Racing Rules of Sailing, current edition, prescriptions of the US Sailing Association, rules of individual National Class Associations, and by these sailing instructions. These Sailing Instructions apply to Wednesday Night Series and Governor's Cup Regatta races. Changes to Sailing Instructions and notices to competitors will be posted on the Bulletin Board located in the club breezeway.

2. ENTRIES:

Eligible skippers are encouraged to be members of US Sailing. Class Associations rules will apply regarding membership requirements to race.

Boats racing in the PHRF A and PHRF B fleets shall have a valid PHRF of the Chesapeake Rating Certificate to be scored in a Club series.

3. SCHEDULE:

Events and race times shall be in accordance with published RYC schedules and specific Notices of Race.

4. AREAS/COURSES:

There will be one designated area and courses may vary between fleets as specified by the race committee. Rule 28.2 shall not limit race committee designation of order or required side each mark is to be passed.

All races will be started in the vicinity of the club. The courses will be posted on the club signboard on the second level of the RYC clubhouse. Fleet courses will use government marks and RYC marks as noted on the course sheet. Race committee official communication will be by VHF radio channel 72. At the discretion of race committee communication may be supplemented by the club's PA system. The anchorage at Quaker City Yacht Club in Philadelphia is closed to navigation until further notice. Any boat observed inside the mooring field during a race will be disqualified without a hearing.

5. THE START:

Starting will be under RRS 26 sequenced as follows:

On 5 Minute Warning Signal / Class Signal – 1 Sound & Yellow Light

On 4 Minute Preparatory Signal – 1 Sound & Green Light

On 1 Minute – Remove Preparatory Signal-1 Sound & Both Yellow and Green Lights Off

On 0 Minute -1 Sound & Red Light On, (Warning Signal Yellow Light on for rolling starts).

The visual signals shall be traffic lights mounted on the roof of the Riverton Yacht Club. The start of the proceeding class will be the warning signal (5 minute) for the next class in the sequence. The starting class's course may be altered immediately after the 5 minute warning signal but not later than the preparatory signal. The starting line will be on a line between the RYC flagpole and an orange or red mark in the vicinity of the RYC pier. The starting order for the first race will be as follows or as modified at the discretion of the race committee:

1. PHRF A & B
2. J22
3. Lightning
4. Flying Scot
5. Mariner

For the Governor's Cup PHRF A and B may compete as one fleet based on number of competitors and will start first.

The race committee may utilize separate start times and different courses for fleets. Subsequent races may be started by the race committee as each fleet finishes. Upon completing a race each fleet shall be prepared to start another race as soon as the last boat has finished. Course changes after the start will be signaled by the race committee before the leading boat has begun the next leg.

6. **SHORTENED COURSE:** Races will be shortened in accordance with rule 32.2

7. **INDIVIDUAL RECALL:** The committee will attempt to hail individual boats over the line early, failure of the boats to hear the recall is not grounds for redress.

8. **GENERAL RECALL:** The recalled class will be started 5 minutes after the last class in the starting order. If more than one class has been recalled, they will start in the order they were recalled. Recalled classes will restart in 5 minute intervals.

9. **FINISH:** Unless the race is shortened to finish at a rounding mark boats will finish on a line between the orange or red mark and the RYC flagpole.

10. **POSTPONEMENT:** The race committee may postpone a race. The AP (red and white flag) will be lowered and a sound signal made One (1) minute prior to the Warning (5Min) signal.

11 TIME LIMITS:

○ For the **Governor's Cup** all fleets will have a **90 minute time limit** to complete each race. One design boats not finishing within **20 minutes** of the first boat in their class and having continued to race will be scored TLE. This limitation does not apply to PHRF.

○ For **Wednesday Night Series Races**

For PRHF A & PHRF B fleets the time limit will expire at 9 PM. Boats still racing as the time limit expires will be scored TLE. Boats retiring before the time limit will be scored DNF.

For J-22, Lightning, Flying Scot and Mariner fleets the time limit in the first race for a boat in a fleet to finish is 90 minutes from the start of that race. For the second race of the night the race will be abandoned 20 minutes past the official time of Sunset for that date posted on the Bulletin Board located in the club breezeway. Boats not finishing within these time limits that were still racing will be scored TLE.

For all races boats scored TLE will be scored as 2 points more than the number of boats finished in their class; however the highest score for boats continuing to race and scored TLE will be one point less than the DNF score. This modifies rules 35 and A4.2.

The race committee reserves the right to award a finish to a competitor that has not completed the course in order to expedite the completion of races.

12. **PENALTY SYSTEM:** For all races rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty including one tack and one jibe.

13. **PROTESTS:** Contestants who wish to file a protest should notify the RC immediately after finishing the race in which the incident occurred. A written protest must be submitted to the RC within one (1) hour after the final race for the day. Contestants should also follow protest guidelines as specified in the Racing Rules of Sailing. Protests should be delivered to the second floor of the RYC clubhouse. Rule 66 is changed by this sentence: For regattas on the last day of

the racing, a party to the hearing may ask for a reopening no later than 15 minutes after being informed of the decision.

14. SCORING:

The low point system RRS Appendix A4 will apply for all races.

Race scores for a club series longer than a regatta will be in accordance with RRS Appendix A9 but this may be modified at the discretion of each fleet.

For a boat to be scored in a club series the Skipper shall be a member of RYC. Skipper is defined as the Master of the Ship i.e. responsible person not necessarily the helmsman.

A minimum of three (3) boats in a class are required for a race to count.

Series score will be the total of a boat's points after allowed throw outs.

Boats that miss races in a series that is not the Governor's Cup, due to competing in a national or international regatta, may be granted redress by their fleet. Any redress given is not to exceed that boat's average score for that series.

For series races, each fleet shall determine the number of races required to constitute a series and number of throw outs that shall apply.

Fleet championships will be awarded to the boat having the low total of its final position (not points) in each series. Each fleet will determine which series count toward the Fleet Championship however the results of the Governor's Cup regatta series shall be included.

For the Governor's Cup, up to four races shall be scheduled for one design fleets and 3 for PHRF A and B. One race will constitute a series. And there shall be no throw outs.

15 SAFETY:

Rule 40 is replaced by: It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant.

All safety equipment required by Class rules must be carried on board.

A boat must not exercise right of way, crossing in proximity to, or interfere with reasonable transit of the race area by commercial freighters, tugs or tows or other commercial vessels that are unable to respond readily. If a boat is without way in a shipping channel the skipper shall take whatever action is necessary to clear them self from harm's way, including motoring or paddling. If a boat advances her position in the race she shall retire, however if they did not go closer to the next mark of the course they may continue racing.

Updated June 28, 2017

Governor's Cup Award Criterion

Eligibility:

For a fleet to be eligible to compete for the Governor's cup the following is required.

1. The fleet must have competed with at least three boats the previous sailing season and the minimum fleet size shall be five boats when competing for the cup. No first year fleets shall be eligible to compete for the Governor's Cup.
2. To defend the Governor's Cup the Cup holder's fleet must have increased year to year by at least one boat. If the Cruising fleet won the Cup in a Fleet of 10 boats, the cruising fleet must have 11 competing in order to be eligible to compete this year. The number of boats competing shall be considered the largest number of registered competitors to start a race.

Scoring:

The scoring will be a low point system where the finish position will be divided by the number of competitors in each race. If the number of competitors varies during the regatta the computation shall consider the number of racers in each individual race. To adjust the score for fleets sailing different numbers of races, the sum shall be divided by the number of races. There are no throw outs.

Sample:

	Race 1	Race 2	Race 3	Race 4	Race 5	Sum	Sum/Races
Finishes	1	2	1	3	5		
Competitors	12	12	12	9	9		
	0.083333	0.166667	0.083333	0.333333	0.555556	1.222222	0.244444
Finishes	1	3	2	5			
Competitors	12	12	12	9			
	0.083333	0.250000	0.166667	0.555556		1.055556	0.263889
Finishes	1	2	2	1	1		
Competitors	6	6	6	5	5		
	0.166667	0.333333	0.333333	0.200000	0.200000	1.233333	0.246667

The formula is designed to reward performance for doing well in larger fleets and encourage individual fleets to promote participation.

Tie Break Criterion shall be as follows:

In the event of a tie, the competitor with the most first place finishes will be awarded the Governor's Cup. If both competitors are still equal the second and third place finishes will be used to determine the ultimate winner. In the event there remains a tie, the fleet which has the largest growth from last year shall be awarded the cup.