



**Sailing Instructions,
Race Scoring and Handicapping
&
Guide to Officers Of the Day**

***From 1st July 2006
(updated 20th June 2008)***



Note to the Race Officer:

The following are guides for the use of scorers and/or handicappers for assistance in the recording and compilation of race results at Cleveland Yacht Club. These guides are by no means a definitive reference nor are the procedures outlined intended as processes that are set in stone. These procedures are intended as a guide and may be altered at the behest of the Sailing Committee when appropriate.

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DEFINITIONS

- A.Y.F.** Australian Yachting Federation
- BCYS** Back Calculated Yardstick. Essentially the PYS over one race.
- Catamaran** Or 'Cat.' Sailing vessel with two hulls.
- Class** The type of boat entered by a competitor.
- Clubhouse** For the purposes of these instructions is the upper floor of CYC.
- Crew** Any persons on the vessel who are not the helmsman.
- CT** Corrected Time. These times are used to order the results of a race.
- CYC** Cleveland Yacht Club.
- Dinghy** See *Monohull*.
- DNC** Did Not Compete. Vessel was not entered in the race or did not get on the water.
- DNE** Non-Excludable Disqualification. Gross breach of rules or did not serve as OOD.
- DNF** Did Not Finish the defined race course.
- DNS** Did Not Start the race in the allowed time. Made it to the starting area.
- DSQ** Disqualified from the race for an infringement of the rules.
- ET** Elapsed Time. The time taken for a vessel to complete the course legally.
- Event** Series of races which the sailor is competing in. i.e. Allwood Series
- Finish** The time at which the front most part of a vessel crosses the finishing line.
- Finishing Buoy** Usually a pink buoy placed in a line of sight projected through the navigation mark from the race box.
- Fleet** All of the vessels entered in the race.
- Handicapping** Equalises differences between classes of boat.
- Line Honours** The vessel to finish first in their division.
- Low Point System** Least number of points over a series of races is the winner.
- Mixed Fleet** A fleet made up of different classes of boat.
- Monohull** Sailing boat with a single hull in contact with the water.
- Multihull** See *Catamaran*.
- Navigation Post** Red port marker post due east of the race box.
- OCS** On Course Side of the line. Did not make it to the starting area.
- Off-the-beach** Smaller sailing dinghies and cats able to be launched off the beach.
- OOD** Officer of the Day. Performs duties for the club instead of racing.
- Protest Committee** Committee set up to review protests.
- PYS** Personal Yardstick calculation. Based on results rather than class yardstick.



Race Box The most seaward room on the upper level of CYC to be used as a base of operations for the orchestration of races.

Race Committee Parties responsible for the running of a particular race.

Race Result The finishing result of a race after handicapping.

REP Representing the club at another event at the time of the race.

Rig The sail arrangement and equipment that a vessel carries while racing.

RRS The Racing Rules of Sailing 2005 - 2008

Sailing Committee Members of the club elected to monitor the running of races.

Sailing Programme The annually published schedule of races.

Sailor Refers to a person taking part in a race on a particular vessel.

SBT Standard Boat Time. Usually taken as the ET for the first vessel to finish.

Series Races over a period of weeks with their results combined for an overall trophy.

Skipper The person responsible for the steering of the vessel they are competing on.

Sloop Carries a Jib along with a mainsail.

Super Sloop Carries a Spinnaker and a Jib along with a mainsail.

The Gate A line drawn from the navigation post to the finishing buoy.

Trailable Yacht A large sailing vessel not usually launched from the beach.

Vessel A combination of the sailing boat, skipper and crew involved in a race.

VYC Victorian Yardstick Calculation.

VYS Victorian Yardstick. Based on class of boat.

YS Yardstick. The class yardstick of a boat.



SAILING INSTRUCTIONS FOR CLUB RACING AT CLEVELAND Y.C.

The headings and numbering system of these Sailing Instructions are for ease of reference only and do not constitute part of the Sailing Instructions.

In the event of conflict between the Sailing Instructions, the I.S.A.F. Racing Rules, the Racing Rules of Sailing, the prescriptions and special regulations of the A.Y.F. / YA or the Sailing Calendar, these Sailing Instructions will take precedence.

1 SCOPE

These sailing instructions shall apply to all races and series organised by or on behalf of the Cleveland Yacht Club unless separate sailing instructions are issued at the time of entry to a race or series.

2 RULES

The races and series will be governed by the 2005-2008 I.S.A.F. Racing Rules, the prescriptions and special regulations of the A.Y.F., the Racing Rules of Sailing (RRS), the constitution of the Cleveland Yacht Club Inc., the class rules of the respective classes except as any of these are altered by these Sailing Instructions.

2.1 CHANGES TO RACING RULES

The Racing Rules will be changed as follows:

RRS Rule 32.1: Abandoned races may be re-sailed at a later date providing no racing commenced on the day of abandonment. This race may be resailed at a later date specified by the sailing committee. At least 1 week notice of the re-sail date shall be given.



RRS Rule 32.2: In the event of a course being shortened by a race committee boat displaying Code Flag **S**, vessels will proceed directly to the finish line from that buoy. They are not required to observe any subsequent buoys or marks in their prescribed course except those of the finishing gate. The finishing gate will be negotiated as defined by Sailing Instruction 14.

RRS Rule 35 & Appendix A4: Any boat not finishing within 60 minutes of the first boat in their division shall be scored Did Not Finish (DNF).

RRS Rule 60.1(a): Breaches of instructions 12.4, 18 and 20 will not be grounds for a protest by a boat. Penalties for these breaches may be less than disqualification if the protest committee so decides.

RRS Rules 61.3 and Rule 62.2: For each division, the protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress.

RRS Rule 63.1: Competitors failing to sign on will be deemed not to have entered the race (Did Not Compete); those failing to sign off will be disqualified (DSQ) without protest.

RRS Appendix A4: A boat starting later than 10 minutes after her starting signal will be scored as Did Not Start (DNS).

3 RACE ENTRY

3.1 ELIGIBILITY TO RACE

Club races are open to all club members. Visitors may also enter and sail in club events at the discretion of the Officer of the Day but are not eligible for any prizes and will not be included in the results. For dinghies and catamarans, competitors should enter the details of their boat and crew on the form provided in the clubhouse on race day and pay the prescribed race fee.



3.2 TRAILABLE YACHTS

Trailable yachts shall contact their race organiser or the clubhouse by radio and notify their intention to race. Accounts for their race fees will be posted to the owner periodically.

3.3 RACING DIVISIONS

Except for single division starts, or if specified otherwise by the sailing committee, club races will be split into four divisions as indicated below:

Catamaran Division

Division A Dinghies with a VYC yardstick of 110 or less

Division B Dinghies with a VYC yardstick of 110.5 and over

Trailable Yacht Division

3.4 SAILING OUTSIDE RATED DIVISION

A competitor may sail outside their rated division; however, unless the sailing committee has granted prior consent, they will not be eligible for any prizes and will not be included in the results.

3.5 MINIMUM NUMBER OF ENTRANTS

A minimum of **3** entries are required to form a division in a race. Any vessels intending to compete in an unformed division may start in an alternate division without the penalty required in Sailing Instruction 3.4. Any number of vessels may contribute to a division in a series.

4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official club notice board located in the clubhouse.

5 CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be advised at least one hour prior to the race times on the day it will take effect. Changes will be posted on the official club notice board located in the clubhouse.

6 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flag staff on the eastern side of the clubhouse.



7 SCHEDULE OF RACES

Races will be sailed as per the current CYC sailing programme. Any change in the schedule of the race(s) will be advised at least one week before the change will take effect. Changes will be posted on the official notice board located in the clubhouse.

8 DIVISION FLAGS

Flags will be as defined by Attachment **A**.

9 RACING AREAS

Attachment **B** defines the location of the racing area(s).

10 COURSES

10.1 NOTIFICATION OF COURSE

The course will be the as specified in Sailing Instruction 10.2 by means of numeral pennants corresponding to the courses as defined in Appendix **A**. These pennants will be displayed by the starter's vessel no later than the warning signal. A course briefing will be held in the clubhouse not less than 30 minutes prior to the scheduled race start time.

10.2 STANDARD COURSES

The diagrams in Attachment **C** show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. These courses may be adjusted to suit conditions by the OOD during the course briefing.

10.3 LENGTH OF COURSES

The length of each leg is approximately 1.2 km but may vary at the OOD's discretion.

Catamarans 14.5 km

Division A 14.5 km

Division B 11 km

10.4 COURSE FLAGS

No later than the warning signal, the race committee signal boat will display a red flag indicating a port hand course, or a green flag indicating a starboard hand course, will be sailed.



No later than the warning signal, the race committee signal boat will in addition raise a numeral pennant corresponding to a standard course to be sailed as defined in by Sailing Instruction 10.2 and Appendix A.

11 MARKS

The marks of the course will be described at the course briefing as defined in Appendix C.

12 THE START

12.1 STARTING PROCEDURE

Unless advised otherwise at the pre-race briefing, the races will be started as follows. This changes RRS Rule 26.

Course Flags: The course flags shall be raised prior to the warning signal signaling the starter's vessel is on station for the start and the pennant indicating the course to be sailed for the next division to start.

Warning Signal: 5 minutes before the start, the division flag will be raised and a sound signal may be given.

Preparatory Signal: 4 minutes before the start time, code flag I will be raised and a sound signal may be given.

Attention signal: 1 minute before the start time code flag I will be lowered and a sound signal may be given.

Starting Signal: The starting signal is the lowering of the division flag and a sound signal may be given.

The warning signal for succeeding classes will be made no later than 2 minutes after the starting signal of the preceding class in accordance with Sailing Instruction 10.4.

RRS Rule 30.1 ('Round-an-End Rule') will apply to all starts.



12.2 ABSENCE OF SOUND SIGNALS

In the absence of a sound signal, the flag signals by the starter's vessel are binding as reference points for the starting procedure.

12.3 STARTING LINE

The starting line will be an imaginary line between the starter vessel's mast (if it does not have a mast, the front edge of the centre console) and a buoy.

12.4 BOATS YET TO START

Boats whose warning signal has not been made shall avoid the starting area.

12.5 STARTING TIME LIMIT

A boat starting later than 10 minutes after her starting signal will be scored as Did Not Start (DNS). This changes RRS Appendix A Part A4.

12.6 ANTI-BARGING BUOY

An anti-barging buoy may be trailed astern of the race committee vessel and shall be passed on the same hand as the race committee vessel.

Note: This mark constitutes part of the race committee vessel and any boat which touches the race committee vessel or anti-barging buoy or any line attaching the buoy to the race committee vessel is obliged to immediately sail clear of all other boats one penalty turn including one tack and one gybe prior to restarting.

13 CHANGE TO NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position. This change will occur before the lead boat has commenced the leg being altered.



14 THE FINISH

14.1 POSITION OF FINISH LINE

The finishing line shall be either of the following:

- a) The finishing line shall be an extension of an imaginary line between the permanent port (red) marker, situated approximately 300 metres due east of the clubhouse, and the race box on the seaward facing side of the clubhouse.
- b) The finishing line shall be an imaginary line extending from the foremost part of the cab to the designated finishing buoy which the finishing vessel is situated in proximity to.

14.2 FINISHING GATE

In the event of a), the finishing gate will be defined by an outer distance mark sited on the seaward side of the port (red) marker. In the event of b) the gate shall be as the finishing is designated in 14.1b).

14.3 KEEPING CLEAR OF FINISHING GATE

At all times, unless completing the course, competitors must not cross the finishing gate. In the case of a competitor crossing the finish gate or finishing incorrectly before completing their specified course they will be scored as Disqualified (DSQ).

It is emphasised that a boat should continue past the finishing gate for a reasonable amount of time to ensure the finishing line has been crossed.

15 TIME LIMITS

15.1 LEADING BOAT

Should the leading boat fail to cross the finishing line within 120 minutes of the start, the race shall be declared void.

15.2 SUBSEQUENT FINISHERS

Any boat not finishing within 60 minutes of the first boat in their division shall be scored Did Not Finish (DNF). This changes RRS Rule 35 and RRS Appendix A Part A4.



15.3 SHORTENING THE COURSE

In the event of a course being shortened by a race committee boat displaying Code Flag **S**, vessels will proceed directly to the finish line from that buoy. They are not required to observe any subsequent buoys or marks in their prescribed course except those of the finishing gate. The finishing gate will be negotiated as defined by Sailing Instruction 14. This changes RRS Rule 32.2.

15.4 ABANDONING THE RACE

Abandoned races may be re-sailed at a later date providing no racing commenced on the day of abandonment. This race may be resailed at a later date specified by the sailing committee. At least 1 week notice of the re-sail date shall be given. This changes RRS Rule 32.1.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 LODGING A PROTEST

Protest forms are available at the race office. Protests shall be delivered there within the protest time limit. A fee of \$5 shall accompany the protest form when it is lodged. This fee will be refunded should the protest be successful.

16.2 TIME LIMIT

For each division, the protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes RRS Rule 61.3 and RRS Rule 62.2.

16.3 NOTIFICATION

Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the clubhouse of Cleveland Yacht Club beginning at the time specified by the head of the protest committee and detailed on the notice of protest.

Notices of protests by the race committee or protest committee will be posted to inform boats under RRS Rule 61.1(b).



16.4 NON-GROUNDS FOR PROTESTS

Breaches of Sailing Instructions 12.4, 18 and 20 will not be grounds for a protest by a boat. This changes RRS Rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

17 SCORING

17.1 RACE SCORING

The low point scoring system of RRS Appendix A will apply.

17.2 RACES CONSTITUTING A SERIES

The number of races required to constitute a series are described in the Sailing Calendar.

17.3 RACE HANDICAPPING

Race results shall be determined either by the VYC yardstick for dinghies and catamarans, the current class based handicap system of the Queensland Trailable Yacht Committee for trailable yachts, or by a personal handicap system as defined by the Sailing Committee.

17.4 PERSONAL HANDICAP RACES

Any series of races that are sponsored, unless otherwise defined in the current sailing programme, will be scored with the personal handicapping system.

17.5 NOTE ON YARDSTICK CORRECTION (CATAMARANS)

The yardstick correction applying to 'Sloop Rigged Cats sailing one-up' will not apply to a vessel's personal yardstick. This correction will be applied to their class yardstick and this value is used as their personal yardstick for applicable races that are sailed one-up. These races will have no effect on future personal yardstick calculations.

17.6 FREQUENCY OF YARDSTICK CALCULATION

The calculation and review of Personal Yardsticks will take place before, and therefore be used at, the first personal yardstick race of each month. They will take into account only those races sailed by the skipper between the previous personal yardstick calculation and the current personal yardstick calculation. This time frame may be modified by the sailing committee as appropriate.



17.7 CHANGING HELM OR GEAR

When a skipper changes helm within the same class of boat, the accumulated championship points transfer with the skipper.

Skippers sailing different classes of vessel will have a separate personal yardstick for each class they sail.

In the event of sailing a new vessel, within a class the skipper has an existing personal yardstick for, their personal yardstick for that class will be forfeit and be reset at the class yardstick of the vessel. Changing a major element of gear (such as but not limited to a new sail or hull) will be treated as sailing a new vessel. Rulings on this shall be the prerogative of the Sailing Committee.

17.8 OOD AND REP AVERAGE POINTS

Members rostered for Officer Of the Day or rescue boat duty (OOD) or acting as club representative at another club or class association event (REP), will receive their average points for that series.

17.9 REVIEW OF RESULTS

Results are subject to review for at least 1 week following being posted on the official club notice board. Any extension of this time limit will be determined on a case by case basis.

18 SAFETY REGULATIONS

18.1 SIGN ON / SIGN OFF

All competitors will be required to sign-on prior to the warning signal of each race and sign-off on completion of the course as soon as practically possible. Sign on / sign off sheets will be available until 60 minutes after the last boat has finished the race.

18.2 BACK TO BACK RACES

Where races are conducted back to back the Sign on / Sign off sheets will be available until 60 minutes after the last boat has finished the last race being sailed on that day.



18.3 FAILURE TO FINISH

Competitors who retire from a race are required to notify the race committee and by indicating their failure to finish on the Sign-on / Sign-off sheet as soon as possible on return to the club as described in Sailing Instruction 18.1.

18.4 FAILURE TO SIGN-ON / SIGN-OFF

Competitors failing to sign on will be deemed not to have entered the race (Did Not Compete); those failing to sign off will be disqualified (DSQ) without protest. This changes RRS Rule 63.1.

18.5 FAILURE TO NOTIFY CHANGE OF RIG

Failure to notify a change of rig which gives advantage to a sailor's boat will result in disqualification from the race/s which the offence occurred.

18.6 BUOYANCY VESTS

The use of a buoyancy vest of adequate design and in sound condition is mandatory. The decision of the race committee on the suitability of the equipment will be final. The decision of the race committee based on *YA Special Regulations Part 2 Rule 1 and YA Special Regulations - YA Recommendations Part 2* as to the suitability of the equipment will be final.

19 OFFICIAL BOATS

Official boats will be identified by displaying the Cleveland Yacht Club burgee.

20 SUPPORT BOATS

Support boats will not approach within 100 metres of boats that are racing from the time of the preparatory signal until the time all boats have finished or the race committee signals a postponement, general recall or abandonment of the race. Failure to comply may result in the disqualification of all competitors associated with the infringement. All support boats must register with the race committee.

21 RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.



22 PRIZES

22.1 PRESENTATION

Prizes will be awarded to the first three places of each division at a presentation not less than 60 minutes after the last boat has finished the last race of the day.

22.2 SERIES AWARDS

Awards for series results will be presented at the annual trophy presentation night.

23 OFFICER OF THE DAY

The duties and responsibilities of the Officer Of the Day are as defined in Appendix D.

24 DISCLAIMER OF LIABILITY

Attention is drawn to the I.S.A.F. Fundamental Rules, Part 4

“A boat is solely responsible for deciding whether or not to start or to continue racing.”

Competitors participating in sailing at Cleveland Yacht Club do so entirely at their own risk.

The Cleveland Yacht Club Inc. and all parties involved in the organisation of events will not accept any liability for loss, material damage or personal injury or death sustained on conjunction with, or prior to, during, or after any event.

The Cleveland Yacht Club Inc. and all parties involved in the organisation of events are not responsible for the seaworthiness, or adequacy of a boat whose entry is accepted. In accordance with RRS Rule 76 the Cleveland Yacht Club Inc. reserves the right to refuse any entry.

25 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5,000,000.



APPENDIX A – FLAG SIGNALS

Starting Signals



Port Course



Starboard Course

Warning Signal - 5 minutes



Catamaran Division



Division A Monohulls



Division B Monohulls

Preparatory Signal – 4 minutes



Code Flag I

Attention Signal – 1 minute



Lower Code Flag I

Starting Signal – 0 minutes

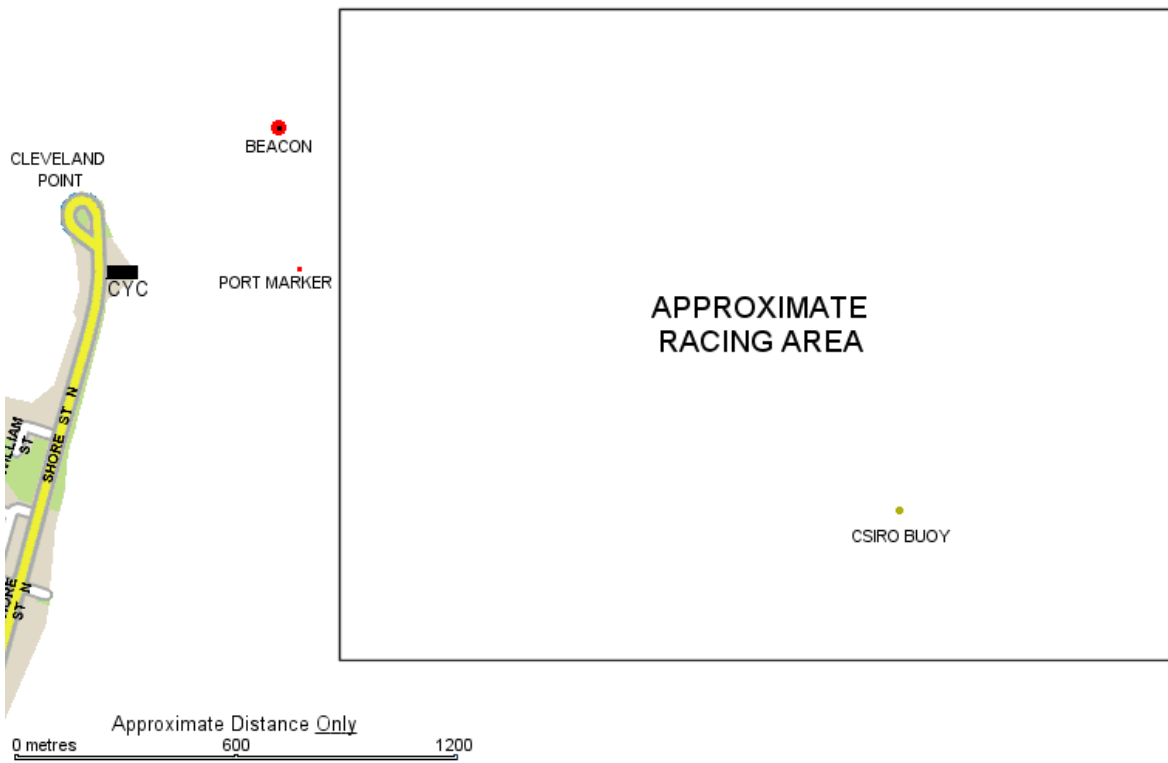
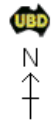


Lower Division Flag



APPENDIX B – RACING AREAS

Approximate location of the racing area:

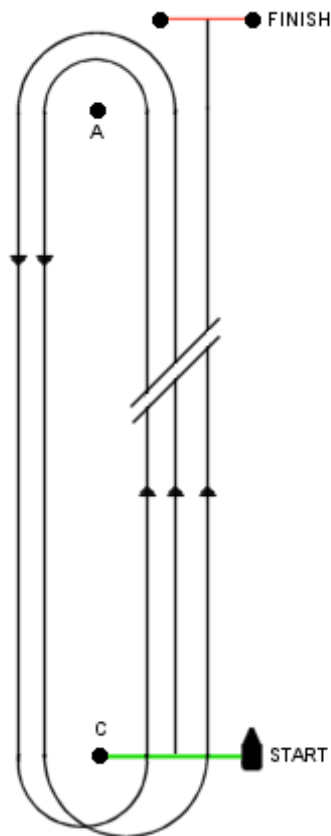




APPENDIX C – THE COURSES

WINDWARD-LEEWARD COURSE

Start – A – C – A – C – A – C – A – C – Finish



Either a port hand (red course flag) or a starboard hand (green course flag) course may be sailed. The above diagram demonstrates a port hand course. A starboard hand course is a mirror image of the port course.

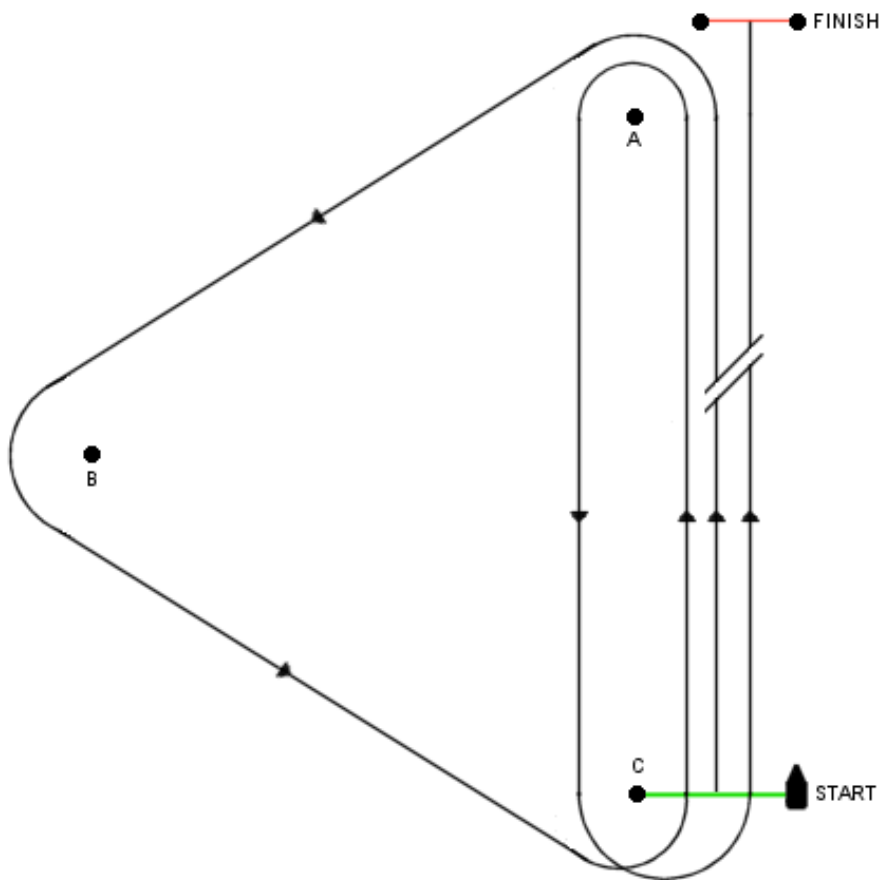
DIAGRAMS ARE FOR ILLUSTRATIVE PURPOSES ONLY



WINDWARD-LEEWARD-TRIANGLE COURSE

Division A: Start – A – B – C – A – C – A – B – C – A – B – C – Finish

Division B: Start – A – B – C – A – C – A – B – C – Finish



Either a port hand (red course flag) or a starboard hand (green course flag) course may be sailed. The above diagram demonstrates a port hand course. A starboard hand course is a mirror image of the port course.

DIAGRAMS ARE FOR ILLUSTRATIVE PURPOSES ONLY



APPENDIX D – OFFICER OF THE DAY

CHANGE TO START TIME

The Officer of the Day may direct that a race be:

- a. **Abandoned** Code flag **N** (blue and white checks) will be flown.
- b. **Postponed** Code flag **AP** (red and white vertical stripes) will be flown.
- c. **Shortened** Code flag **S** (blue rectangle on a white background) will be flown.

Ashore: Flags will be displayed on the CYC flag staff.

Afloat: Flags will be displayed on a Race Committee boat.

RESPONSIBILITY OF OOD

The Officer of the Day (OOD) is responsible for both the general running of the club and the sailing on the rostered day and has the authority to cancel, postpone or abandon racing should circumstances (weather or otherwise) require.

Members serving as OOD must come dressed in apparel suitable for assisting a vessel home. At least one crew member must have a current boat license and preferably a rescue boat endorsement. The other crew member(s) must be not only suitably attired but in the event of an emergency be able to enter the water and render assistance to a disabled craft or crewmember.

Members rostered on as OOD will be required to assist in the canteen, on the ramp and in the rescue boat. Two members will be required in the rescue boat and one member will be required to assist in the canteen until the briefing has finished and then to assist on the ramp and in the box.



FAILURE TO PERFORM DUTIES AS OOD

Members failing to fulfil their OOD duties and fail to notify the club or to organise a replacement before 9:00am on the day of the race will be awarded a non-excludable disqualification (DNE) from any race they fail to attend.

All members are required to participate in duties of the Officer of the Day.

DECISIONS OF THE OFFICER OF THE DAY

In the event of the Officer Of the Day requiring guidance, he/she will consult a member of the Sailing Committee or the Race Officer.

At all times the decision to race will be made by the Officer Of The Day in consultation with a member of the Sailing Committee. The decisions made by the Officer Of The Day, under the Sailing Committee's authority, are final.



RACE SCORING

SCORING AT CYC

Consistency in the scoring of race results at CYC is vital to achieve fair and even handed handicapping of the races. The results of a single race can have an effect on a multitude of other races due to the nature of the handicapping system used at CYC. Therefore it is crucial that consistency in the methods of taking times and handicapping results apply. Races can be won or lost by hundredths of minutes in some cases so accurate timekeeping is essential. By following the guidelines outlined below you can ensure that the most accurate results are obtained to ensure accurate results for competitors.

The initial recording of finishing times is the most important part of any handicapping system as the finishing times are what every other calculation is based upon. Subsequent errors in calculations can be corrected but errors in the taking of the finishing times will go unaltered as the handicapper must accept the times taken for each vessel by the race scorer.

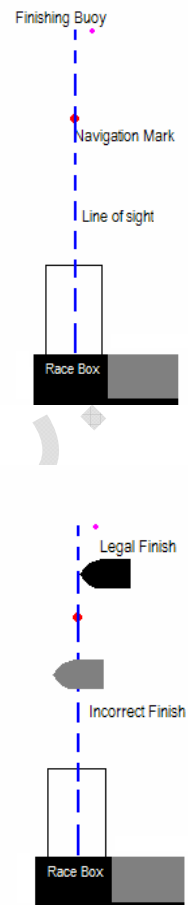
GENERAL PROCEDURE

The general procedure for the recording of race results on race day is as follows:

1. Ensure sign on sheets have been provided at the front counter for the sailors to enter the information about their vessels and sign in.
2. Make a photocopy of each of the sign on sheets once the entire fleet has signed on. Return the originals to the front counter and place the copies in the race box in preparation for the race.
3. As the vessels are leaving the ramp ensure each has signed on, and if they have not then record their sail number and class for reference in the occasion that they contest the race and have simply forgotten to sign on. A finishing vessel's result(s) are only classified for races for which they have paid entry fees and signed off for.



4. As the vessels finish the race their times are to be recorded in the appropriate column on the photocopied sign on sheets. A 'finish' is defined as the front most part of boat or equipment in its normal position passing between the navigation post and the finishing buoy to be placed by the rescue craft in a line of sight projected from the race box through the navigation post. In the event of no navigation post being available an alternate buoy will be in its place.
5. The finishing time must be taken when the front-most edge of the vessel cuts the line of sight between the race box and the navigation post, not necessarily the gate created by the navigation post and the finishing buoy, although any vessel must pass through this gate after finishing to be classified.
 - i) If the vessel does not correctly complete the course, but does start the race, a Did Not Finish (DNF) will be awarded.
 - ii) If the vessel is entered in the race, but does not make the start in a set amount of time after the start signal, as defined in the sailing instructions (typically 10 minutes), they will be awarded a Did Not Start (DNS).
6. In the event of a vessel crossing the finishing line, but not passing through the gate correctly, no finishing time is to be awarded unless a correct maneuver through the finishing gate is completed after the initial incorrect finish.
7. Once the entire fleet has been accounted for in terms of time and/or finishing result these results may be handed over to the recorder for handicapping. Alternatively the handicapping may be done yourself using the instructions in following sections on handicapping the race results.





HANDICAPPING OVERVIEW

The handicapping system used by CYC is a hybrid of the national standard Victorian Yardstick Calculation on a low point system basis and procedures as dictated by these guidelines, fleet size and circumstance.

The following events are to be calculated using the outlined Victorian Yardstick (VYS) handicapping system:

- Club Championship
- Peel Island Marathon
- Any non-sponsored club events

The following event's final results are to be calculated using the outlined Personal Yardstick (PYS) handicapping system:

- Mayoral Series
- All sponsored events excluding Peel Island Marathon

One-off races and special class championships are to be scored as per the requirements of the applicable class association or the CYC Sailing Committee.

These yardstick allocations may be altered and notice given at least one (1) week prior to the commencement of the event in question. They may not be altered after an event has commenced.



CLASS YARDSTICK CALCULATION (VYS)

Also the Victorian Yardstick calculation, this is the Australian standard for the calculation of mixed fleet handicapping based on the class of the vessel. Each class of vessel has a predetermined yardstick corresponding to its various characteristics which is used to equalise its performance when racing against vessels of different classes.

CRITERIA FOR A CLASS YARDSTICK

Any class of vessel which is recognised by Yachting Victoria will have a class yardstick. A yardstick for any new or special class of boat can be arranged by drawing similarities to other already handicapped vessels or evaluating the sailors' performance according to the personal yardstick system to determine a yardstick.

DIVISIONS

In usual circumstances there will be three orders of results required for compilation; For Catamarans, Division A monohulls (class yardstick 110 and below) and Division B monohulls (class yardstick 110.5 and above). The exceptions are any single start races where the fleet is classed as a single division.

Example Division Allocation

	Class Yardstick	
Sailor 1	83.0	Competes in Division A
Sailor 2	110.0	Competes in Division A
Sailor 3	122.5	Competes in Division B

EVALUATION OF CLASS YARDSTICK

Corrected Time

$$CT = \frac{ET \times 100}{YS}$$

where: CT- Corrected Time (in minutes)

ET - Elapsed Time (in minutes)

YS - Class Yardstick

This method of handicapping is one of the simplest forms of handicapping race results and can be determined using the correcting formula outlined above.



Example Race Result

		Race 1		
	VYS	ET (hh:mm:ss)	CT (minutes)	Place
Sailor 1	123.0	1:16:20	$\frac{76.33 \times 100}{123.0} = 62.05$	2
Sailor 2	83.0	0:50:30	$\frac{55.5 \times 100}{83.0} = 66.87$	1

Note: A DNS, DNF etc. result cannot be counted as a 1st 2nd or 3rd for the purposes of the presentation at the conclusion of a race but may count for as little as two points in terms of a sailor's series score.



PERSONAL YARDSTICK CALCULATION (PYS)

The personal yardstick is designed to equalise the fleet by means of assessing the ability of each sailor/class combination, as opposed to the equalisation of the fleet by means of a class handicap based on the performance of the class of boat. PYS calculation should usually tend to provide a much narrower distribution of results at the end of a race after handicapping than will the VYS handicapping calculation.

CRITERIA FOR A PERSONAL YARDSTICK

Personal Yardsticks will be calculated over the interval defined in the current sailing instructions. If a sailor changes helm but remains in the same class they will be allocated a fresh yardstick not dependant on any results obtained in previous vessels in the same class. If a sailor moves to a vessel in a different class then a PYS will be calculated for that sailor / class combination separately.

PYS for Non-Members

Any vessels competing where the listed skipper is not a financial member of CYC must have competed in at least three (3) races in the current racing season in the class of boat they intend on sailing in that race to be eligible to receive a PYS. Until such time they will be scored using the class yardstick of their vessel.

Once the required number of races have been sailed they will be entitled to their PYS based on results from the current season as well as any from previous seasons as far back as stipulated for PYS calculation as normal. These special conditions do not apply to financial members.

DIVISIONS

In usual circumstances there will be three orders of results required for compilation; One for Catamarans, Division A monohulls (class yardstick 110 and below) and Division B monohulls (class yardstick 110.5 and above). The exceptions are any single start races where the fleet is classed as one single division. Note the cut off's for the divisions remain based on the class yardstick of the sailors vessel, regardless of their personal yardstick.

The personal yardstick used for a particular vessel is that of the skipper. The crew, regardless of whether or no they themselves have their own personal yardstick, has no bearing on the personal yardstick for a vessel.



Example Division Allocation

	Class Yardstick	Personal Yardstick	
Sailor 1	83.0	92.75	Competes in Division A
Sailor 2	112.0	122.50	Competes in Division B
Sailor 3	122.5	135.20	Competes in Division B

EVALUATION OF PERSONAL YARDSTICK

The Personal Yardsticks of the fleet will be re-evaluated at intervals as currently directed by the Sailing Instructions. These PYS's take into account results from the last completed race and any other VYS or PYS races contested in the meantime between the current PYS calculation race and the last.

Back Calculated Yardstick

$$BCYS = \frac{CT \times YS}{SBT}$$

where: BCYS – Back Calculated Yardsticks

CT – Corrected Time

YS – Class Yardstick

SBT – Standard Boat Time (First vessel to finish the course)

Example Personal Yardstick Calculation

		Series A		Series B			
	VYS	BCYS 1	BCYS 2	BCYS 1	BCYS 2	BCYS 3	PYS
Sailor 1	123	126.7	123.4	-	127.8	-	$\frac{126.7 + 123.4 + 127.8}{3} = 125.97$
Sailor 2	83.0	-	83.2	-	-	88.9	PYS = VYS = 83.0

This calculated PYS is now used in place of the VYS when correcting the vessel's finishing time.

Corrected Time

$$CT = \frac{ET \times 100}{PYS}$$

where: ET - Elapsed time (in minutes)



Example Race Result

		Race 1		
	PYS	ET (h:mm:ss)	CT (minutes)	Place
Sailor 1	125.97	1:16:20	$\frac{76.33 \times 100}{125.97} = 60.6$	1
Sailor 2	83.0	0:50:30	$\frac{50.5 \times 100}{83.0} = 60.84$	2

Note: A DNS, DNF etc. result cannot be counted as a 1st 2nd or 3rd for the purposes of the presentation at the conclusion of a race but may count for as little as two points in terms of a sailor's series score.



In the instance of a Sloop Rigged Cat sailing 1 up (Catamaran carrying a Jib sailing with only the skipper on board), the application of this correction can be made with the discretion of the handicapper and does not require the confirmation of the sailor of the vessel in question.

Example Single Yardstick Adjustment

The vessel in this example is a Hobie 16 being sailed by only a skipper and no crew. As the Hobie 16 is a two person boat and carries a jib the correction for a Sloop Rigged Cat Sailing 1 up applies.

Hobie 16 yardstick = 81.5 and adjustment factor for a Sloop Rigged Cat sailing 1 up = -4.5% so:

$$CYS = 81.5 + 81.5 \times (-4.5/100) = 77.83$$

The yardstick to be used for this Hobie 16 in this race is 77.83. Regardless of whether this were a PYS or VYS race, this corrected yardstick would be used.

Example Multiple Yardstick Adjustments

The vessel in question in this example is a 505 sailing with only a skipper and carrying no spinnaker. The norm for this type of monohull is a skipper and crew as well as a spinnaker. Therefore two separate adjustments apply to this vessel for this race and both must be performed at the same time by adding the two.

505 yardstick = 97.5, adjustment factor for Reduction in Crew Size = - 2.0% and adjustment factor for Spinnaker to No Spinnaker = + 2.3% so:

$$\text{Total AF for this vessel} = -2.0 + 2.3 = 0.3\%$$

$$CYS = 97.5 + 97.5 \times (0.3/100) = 100.42$$

The yardstick to be used for this 505 in this race is 100.42.



TRAILABLE YACHT CONVERSION FACTOR

(Extracts from Yachting Australia Web-Site www.yachting.com.au)

Trailable Yachts compete with the Class Basic Handicapping system (CBH) as opposed to the YV yardsticks used by off-the-beach vessels.

In the instance of Trailable Yachts competing in club races a correcting factor has to be applied to these CBH yardsticks to obtain usable handicaps.

Class Basic Handicap to VYS Conversion

For Trailable Yachts:
$$\text{Yardstick} = \frac{K}{\text{CBH}}$$

Where the value of 'K' is a constant which is reviewed and refined each year.

For example for the 2005 / 2006 season **K = 80.30**

This value of K varies from year to year so before implementing this conversion be sure to consult the current VYC yardsticks for the current value of K.

When using K to create yardsticks for trailable yachts the result should be rounded down to the nearest 0.1 to preserve the differential between trailables given by their CBH's.



LOW POINT SCORING

Defined in full in Appendix A of the RRS. The RRS definitions should be used for clarification.

By implementing either of the handicapping systems above, a corrected time (CT) is obtained. The vessel with the fastest CT for that race is awarded one (1) point, second fastest is awarded two (2) points etc down to the last vessel to correctly complete the course. In this manner points can be accumulated over the course of the series and at the conclusion the sailor / class combination with the lowest number of points accumulated over the races is declared the winner of the series of races.

Did Not Finish, Did Not Start & Disqualified

Any vessels which legally started the race but for any reason whatsoever had to withdraw before completing the course are awarded a Did Not Finish (DNF) and receive points equivalent to the number of starting vessels for the race from which they retired from plus one(1) point (i.e. Number of entrants for that race – DNS's – OCS's - DNE's +1).

The same points are awarded for vessels which Did Not Start (DNS). These are any vessels which entered the race, made it to the starting area but were not able to take the start in the amount of time specified after the start signal. Disqualified (DSQ) vessels have been penalised for a breach of the rules and also receive this amount of points for the race they were disqualified from.

Did Not Compete & On Course Side

Any vessels which entered the race and were on the course side of the line at the start i.e. if violating the 'Round the Ends' rule are awarded On Course Side (OCS). Any vessels which do not enter into the race are awarded a Did Not Compete (DNC). For a gross breach of the rules or failing to serve as OOD a vessel will receive a Non-Excludable Disqualification (DNE). DNE, OCS and DNC are awarded points equivalent to the number of vessels entered in the series plus one (1).

Officer Of the Day & Representative

Any sailor who completes their duties as Officer Of the Day (OOD) on any particular race day, regardless of being rostered on as an OOD or not, shall be entitled to the points equivalent to the average points for each race, over the duration of that series of races, for any race where they were performing duties as an OOD.



Any member who competes in a class championship race not at CYC which conflicts with a race at CYC shall receive their average points for the race being held at CYC (REP).

Any member which is undertaking duties such as, but not limited to, First Aid Training or Powerboat License Tests on a race day, which are being undertaken for the benefit of CYC, may be entitled to average points and are classified as serving as an OOD.

For failing to serve as OOD a vessel will receive a Non-Excludable Disqualification (DNE).

Example Series Results

	Place	Points	Place	Points	Place	Points	Result	
Sailor 1	1	1	OOD	$\frac{1+2}{2} = 1.5$	2	2	1+1.5+2=4.5	1 st
Sailor 2	DNS	2+1=3	DSQ	2+1=3	DNC	3+1=4	4+3+3=10	3 rd
Sailor 3	DNF	2+1=3	1	1	1	1	3+1+1=5	2 nd
<i>Starters</i>	2		2		1			
<i>Entries</i>	3		2		2			



EXAMPLE SERIES RESULTS

VYS SERIES

This is a quick overview of the procedures for handicapping a Class Yardstick race. If there are any parts that are not clear as to how they have been achieved refer to the more detailed explanation in the previous sections for guidance.

Once the race is completed the following information should be at your disposal. The VYS for each vessel can be found on one of the lists of VYC yardsticks available around the club.

Sail No.	Class	Helm	Crew	VYS	ET
744839	Hobie 16	Len Stanwick	Jan Stanwick	83.0	1:12:24
123213	Mirror	Job Bobbs		132.0	1:56:09
3458	Nacra 5.0	Sam Thaiday	Kate Blanchett	83.0	1:14:44
56	Calypso 16	Rusty Pete	Liam Neeson	85.5	1:19:22
1223	Sabre	Jan Muller		125.5	1:49:45

The first thing to do if it has not already been done so is to separate the vessels into their appropriate divisions. If it is a single division race then this is not necessary. Assume this example requires two division.

The new ordered information is as follows. Columns from the previous table which are not required for this process have been omitted.

Class	Helm	VYS	PYS	ET	CT	Place
Division A						
Hobie 16	Len Stanwick	83.0		1:12:24		
Nacra 5.0	Sam Thaiday	83.0		1:14:44		
Calypso 16	Rusty Pete	85.5		1:19:22		
Division B						
Mirror	Job Bobbs	132.0		1:56:09		
Sabre	Jan Muller	125.5		1:49:45		

Note: The PYS column is not required for this form of handicapping.



CLEVELAND YACHT CLUB INC.
Guidelines for Race Officers

Version 10 FOR
2008 – 2009 SEASON

The CT of each vessel can now be calculated. The order of these corrected times from least to most for each of the divisions gives the finishing orders for the race.

Class	Helm	VYS	PYS	ET	CT	Place
<u>Division A</u>						
Hobie 16	Len Stanwick	83.0		1:12:24	87.23	1
Nacra 5.0	Sam Thaiday	83.0		1:14:44	90.04	2
Calypso 16	Rusty Pete	85.5		1:19:22	92.83	3
<u>Division B</u>						
Mirror	Job Bobbs	132.0		1:56:09	87.99	2
Sabre	Jan Muller	125.5		1:49:45	87.45	1

So Len Stanwick here was the fastest boat through the course and the winner on VYS for Division A, while Jan Muller was fastest to the finish in Division B and managed to win on corrected time.

Note: The larger a sailor's personal handicap is in relation to their competitors, the better the sailor's chances are of beating them on corrected time if the sailor manages to achieve a finishing time close to that of their competitors.



PYS SERIES

This is a quick overview of the procedures listed above for handicapping a Personal Yardstick race. If there are any parts that are not clear as to how they have been achieved refer to the more detailed documentation in the above sections for guidance.

Once the race is completed the following information should be at your disposal. The VYS for each vessel can be found on one of the lists of VYC yardsticks available around the club.

Sail No.	Class	Helm	Crew	VYS	ET
744839	Hobie 16	Len Stanwick	Jan Stanwick	83.0	1:12:24
123213	Mirror	Job Bobbs		132.0	1:56:09
3458	Nacra 5.0	Sam Thaiday	Kate Blanchett	83.0	1:14:44
56	Calypso 16	Rusty Pete	Liam Neeson	85.5	1:19:22
1223	Sabre	Jan Muller		125.5	1:49:45

The first thing to do if it has not already been done so is to separate the vessels into their appropriate divisions. If it is a single division race then this is not necessary. We will assume this example requires two divisions.

The new ordered information is as follows. Columns from the previous table which are irrelevant for now have been omitted for clarity.

Class	Helm	VYS	PYS	ET	CT	Place
<u>Division A</u>						
Hobie 16	Len Stanwick	83.0		1:12:24		
Nacra 5.0	Sam Thaiday	83.0		1:14:44		
Calypso 16	Rusty Pete	85.5		1:19:22		
<u>Division B</u>						
Mirror	Job Bobbs	132.0		1:56:09		
Sabre	Jan Muller	125.5		1:49:45		

The personal yardsticks of each sailor / class combination should be already compiled and available in the race box for use in the calculation of results. In any case the following is an example of how you would calculate the PYS for one of the above sailors.



CLEVELAND YACHT CLUB INC.
Guidelines for Race Officers

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For Len Stanwick in his Hobie 16:

Helm	Class	PYS	Dr Fox.	Allwood	Apex	C'ship	Mayoral
Len Stanwick	Hobie 16	86.7	84.5	-	88.9	83.0	92.7

The PYS for each of the sailors can be filled in and the CT for each can be found. The order of these corrected times from least to most for each of the divisions gives the finishing order for the race.

Class	Helm	VYS	PYS	ET	CT	Place
<u>Division A</u>						
Hobie 16	Len Stanwick	83.0	86.7	1:12:24	83.51	1
Nacra 5.0	Sam Thaiday	83.0	85.2	1:14:44	87.72	2
Calypso 16	Rusty Pete	85.5	90.1	1:19:22	88.09	3
<u>Division B</u>						
Mirror	Job Bobbs	132.0	144.5	1:56:09	80.38	1
Sabre	Jan Muller	125.5	127.3	1:49:45	86.21	2

So Len Stanwick here was the fastest boat through the course and the winner on PYS for division A, while Job Bobbs was not the fastest to the finish in Division B but he managed to win on handicap.

Note: The larger a sailor's personal handicap is in relation to their competitors, the better the sailor's chances are of beating them on corrected time if the sailor manages to achieve a finishing time close to that of their competitors.



SERIES RESULTS

At the completion of each race it is necessary to compile the overall placings of the competing vessels. In accordance with the low points system used for the ordering of these vessels, the vessel with the lowest total points is declared the winner.

The following example only contains the class and helmsman information, however in practice the crew and sail number should also be included in the compilation of the results.

The points allocated for DNC, OCS, REP, DSQ, DNE and OOD cannot fully be assessed until the end of a series due to the nature of their calculation.

Table of Example Series Results

As with the race results, there are separate results to be calculated for each division and each has their own independent finishing order. Here we are assuming there are two divisions over the course of the series.

Vessels		Race 1		Race 2		Race 3		Overall	
Class	Helm	Place	Points	Place	Points	Place	Points	Points	Place

Division A

Hobie 16	Len Stanwick	2	2	2	2	DNF	4	8	3
Calypso 16	Rusty Pete	1	1	OOD	2.5	DNS	4	7.5	1
Nacra 5.0	Sam Thaiday	3	3	1	1	DNF	4	8	2
<i>Starters</i>		3		2		2			
<i>Entries</i>		3		2		3			

Division B

Mirror	Job Bobbs	1	1	2	1	DNC	3	5	1
Sabre	Jan Muller	DNF	3	1	2	DNC	3	8	2
<i>Starters</i>		2		2		1			
<i>Entries</i>		2		2		1			



NOTES ON THIS EXAMPLE SERIES

Equal Points Scores

The point scores of two vessels are equal in Division A. In this situation a count-back of their point scores must be performed to separate this equal placing. The vessel with larger number of first placings is the higher placed finisher overall. If this does not separate the equal finishers then the number of second places is counted and so forth until a winner is established. If neither can be separated from the other, the vessel with the best result in the last race in the series is the winner.

Benefit of Officer of the Day

The victorious sailor in Division A has achieved his result by serving as an OOD for one of the races. In this situation doing so has rewarded them the first place due to one good result in the series when compared to his rivals. This is a clear case where performing duties as OOD can be advantageous.

No Vessels Finish the Race

Another item of note is the fact that no vessels finished in Division A in the third race. No placings are awarded for that race; however these points still count towards the overall series result. Any race, even if only one vessel starts and fails to finish, is counted as have being sailed and is to be scored as such. This race may not be resailed at a later date.

No Competing Vessels

The same as above does not apply for the situation in the Division B race where there were no competing vessels. One circumstance for this occurring is a race which may have been called off or cancelled. Alternately there may have simply been no competitors. This race is not scored and is classified as not having been sailed. For the purposes of a series score it is a CAN and this result will be dropped if the series is such that a certain number of races can be dropped. This race is able to be resailed at a later date.



GUIDE FOR OFFICERS OF THE DAY

PRE-RACE CHECKLIST

Check Fuel and Oil

Run motor and check systems – steering, motor tilt, and throttle

Bungs are screwed in

Raise Canopy and Aerial

Test Radio Communication (CYC uses Channel 94)

Test Sound Signal (Air Horn)

The following must be on board:

- Anchor
- Adequate buoys for the course/s
- First Aid Kit
- Oars
- Bailer
- Tow Rope

All flags on board (See *Flag Checklist*)

- Course Flags
 - o Starboard and Port
 - o Numeral Pennants 1,2, and 3
- Class Flags
 - o C, A and B flags
- Code Flag I
- Recalls
 - o Code Flag X, 1st Substitute
- Code Flag N, Code Flag H, Code Flag AP

ALL ON BOARD MUST BE WEARING LIFE JACKETS and SUNSCREEN



FLAG CHECKLIST

Course Flags



Port Course



Starboard Course



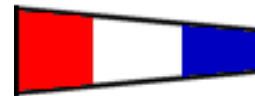
Numeral Pennant 1

*Windward-Leeward
Course*



Numeral Pennant 2

*Windward-Leeward-Triangle
Course*



Numeral Pennant 3

Trapezoid Course

Division Flags



Catamaran Division



Division A Monohulls



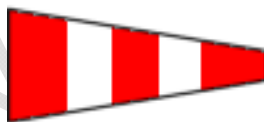
Division B Monohulls

Preparatory Signal



Code Flag I

Postponement



Code Flag AP

Return to Shore



Code Flag H

Recalls



Code Flag X



1st Substitute

Shorten Course



Code Flag S

Abandon Race



Code Flag N



STARTING PROCEDURE

Once the starting boat is on station the **course flags** will be flown to indicate this position.

- Raise either the **Starboard** or **Port** flag indicating the direction of travel around the course.
- Raise the **Numeral Pennant** corresponding to the course this division will be sailing.

At **5 MINUTES** before the start:

- Raise the **Division Flag** for the division starting.

At **4 MINUTES** before the start:

- Raise the **Preparatory Flag**.

At **1 MINUTE** before the start:

- Lower the **Preparatory Flag**. The '*Round an End*' rule now applies.

('Round an End' rule: If any part of a vessel crosses the line before the start she must proceed around either end of the line, to the starting side, before re-starting.)

At **0 MINUTES** before the start:

- Lower the **Division Flag**.

Before **2 MINUTES** after the start:

- Raise the course flags for a subsequent division if required.

Individual Recall

- Raise **Code Flag X** with **1 sound** signal.
- Hail any premature starters.
- Any premature starters must return to the course side of the line as per the '*Round an End*' rule before starting. If they fail to do they shall be recorded as OCS.

General Recall

- Raise **1st Substitute** with **2 sound** signals.
- Use if any premature starters cannot be identified.
- The recalled division will start after all other divisions have started.
- The warning signal for the next division to start will be not less than 1 minute after the removal of the 1st substitute.



STARTING FLAGS

Display course flags **ONLY ONCE THE STARTING BOAT IS ON STATION** for the Start.



Port Course



Starboard Course



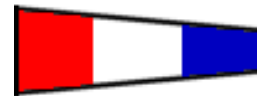
Numeral Pennant 1

Windward-Leeward Course



Numeral Pennant 2

Windward-Leeward-Triangle Course



Numeral Pennant 3

Trapezoid Course

Minutes before start

Flag Signals

5



Catamaran Division

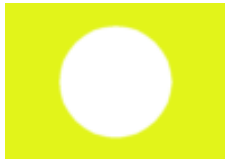


Division A Monohulls



Division B Monohulls

4



Code Flag I

1



Lower Code Flag I

0



Lower Division Flag

RECALLS

Individual Recall



Display with **1 sound**.
Hail offending boat/s.
Premature starters must return to the starting area.

General Recall



Display with **2 sounds**.
Use in event of:
- Unidentified premature starter/s
- Error in start sequence

**AT ANY TIME YOU CAN ABANDON THE START WITH CODE FLAG AP
LOWER ALL OTHER FLAGS**



SHORTENING THE COURSE



Reason for Use

- It is evident that the lead boat in any division will not finish within the 2 hour time limit

Procedure

- Raise Code Flag X from a committee at the mark from which the course will be shortened
- All vessels having completed the course correctly to this point will proceed directly to finish line.
- They will observe no marks of the course except those which constitute the finishing gate.

ABANDONING THE RACE

It is the decision of the Officer Of the Day to abandon a race.



Reasons for Use

- If there is no way the course may be finished by the lead boat in 2 hours and subsequent boats in 3 the race may be abandoned.
- Situation arises which puts vessels in immediate danger
 - Strong Winds > 25 kts
 - Storm Lightning
- Boats unable to reach first mark in a reasonable amount of time.
- Any situation where safety or fair sailing in compromised.
- Marks moving in such a manner as to preclude fair sailing.

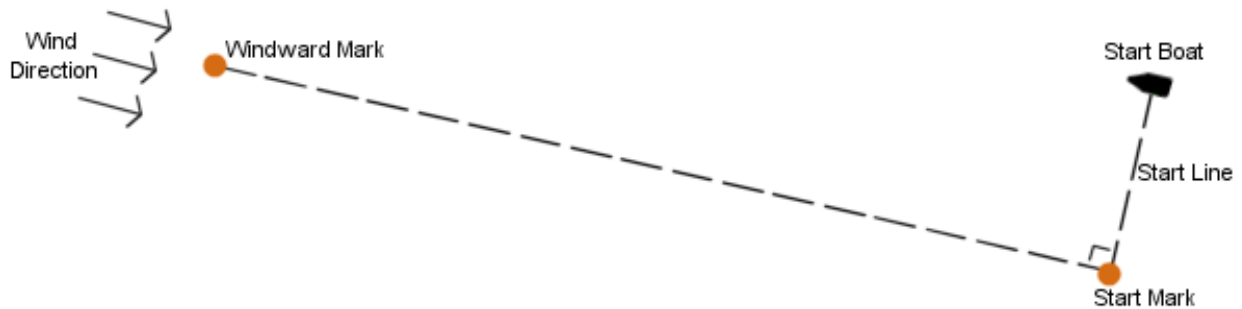
Procedure

- Display Code Flag N with **3 sounds**.
- Lower with **1 sound**.
- Either restart the starting procedure or instruct vessels to return to shore.



SETTING COURSES

The Starting Line



Procedure

- The start line will be laid perpendicular to the direction of the wind.
- The ends of the start shall be defined by the Start Mark and the start boat.
- For the length of the start line allow approximately 3 boat widths for each boat to take the start.

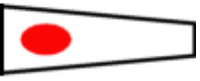
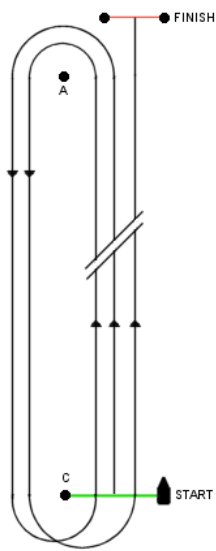

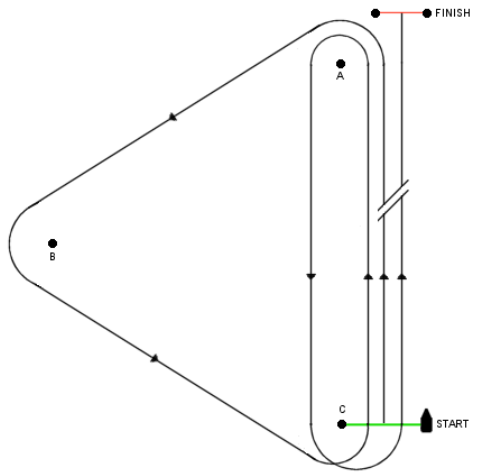
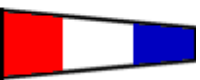
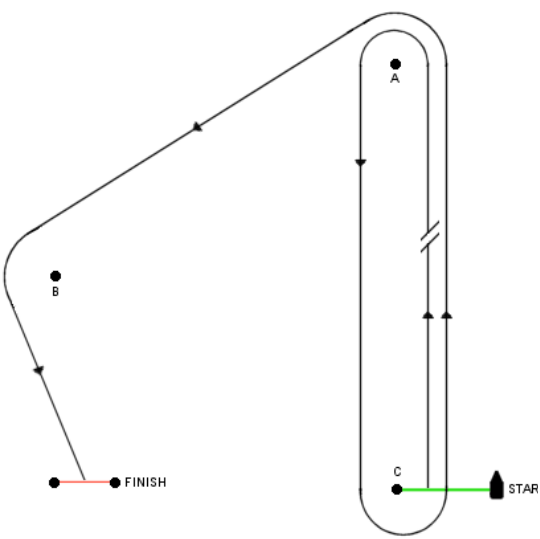
The Finishing Line

- Boats must pass through the Finishing Gate from the South to the North to be classified a finishers.
- Any boats not finishing must not pass through the finishing gate or they will be disqualified.



COURSES



 <p>WINDWARD-LEEWARD COURSE Numeral Pennant 1 Start - A - C - A - C - A - C - A - C - Finish</p> 	 <p>WINDWARD-LEEWARD-TRIANGLE COURSE Numeral Pennant 2 Division A: Start-A-B-C-A-C-A-B-C-A-B-C-Finish Division B: Start-A-B-C-A-C-A-B-C-Finish</p> 
 <p>TRAPEZOID COURSE (SPRINT COURSE) Numeral Pennant 3 Start - A - C - A - B - Finish</p> 	<ul style="list-style-type: none"> • Either a port hand (red course flag) or a starboard hand (green course flag) course may be sailed. The above diagrams demonstrates a port hand courses. A starboard hand course is a mirror image of the port course. • For the Trapezoid Course: <ul style="list-style-type: none"> - Mark B will be positioned as to assist boats in finishing as per Sailing Instruction 14.2.