

# Sailing Instructions

- I. RATING SYSTEM** \* First time racers should notify the Vice Commodore prior to racing. A Handicapping Committee will make ratings decisions.

The basic PHRF rating for a specific boat assumes the boat is a standard production boat with a 146%-155% genoa, a spinnaker, and a folding prop or retractable outboard. It also provides that a boat with a spinnaker may also use other headsails along with it, such as a staysail and/or a blooper. Spinnaker boats may also carry two headsails when the spinnaker is not in use, such as a genoa and a staysail. Boats racing non-spinnaker may only use one headsail at a time.

- A. Variations in basic rating may be made according to the guidelines outlined on the YRA of LIS website.**
1. **Non-standard features** (tall rig, non-folding prop, hull modifications, etc.) may result in rating adjustments. Adjustments will follow YRALIS guidelines.
  2. It is preferred that racers obtain a PHRF certificate from the YRA of LIS; the YRA's ratings will be honored by the MSSA.
  3. It is the responsibility of the skipper to inform the Vice Commodore of any changes that may affect rating.
  4. PHRF ratings of each boat will be posted on the MSSA web site.

## II. RACING RULES

- A. US SAILING Racing Rules:** All racing will be conducted under the International Yacht Racing Rules as adopted by US Sailing for 2018 - 2020(including US Prescriptions). Appendix T, V1 and V2 (as amended by MSSA) will also be used. It is the skipper's responsibility to become familiar with these rules. Skippers should have a copy of the current Rules as well as a protest flag and form on board at all times.
1. Skippers should have a copy of the current Rules as well as a protest flag and form on board at all times.
  2. Each competitor is individually responsible for operating a safe, seaworthy and Coast Guard compliant vessel.
  3. MSSA urges competitors to adhere to the YRA of LIS minimum equipment and safety recommendations.
  4. **PENALTIES AT THE TIME OF THE INCIDENT** (Appendix V1) From RRS 2018-2020:
    - a. The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'
  5. **PENALTIES TAKEN AFTER A RACE** (Appendix V2) From RRS 2017-2020):

- b. V2 After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes a Post-Race Penalty by informing the Vice Commodore in writing and identifying the race number and when and where the incident occurred. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply.
  - c. The last 2 sentences of V2 are replaced by:
    - 1. The Post-Race Penalty shall be (**Bold added by MSSA**)
    - 2. (a) **20%** of starting boats or **1 boat position, whichever is greater but not worse than DNF**, if taken before the protest time limit, or
    - 3. (b) **30%** of starting boats or **2 boat positions, whichever is greater but not worse than DNF**, if taken after the protest time limit but before the beginning of a hearing involving the incident.
- 6. ARBITRATION** (please see Appendix T: Penalties are as listed in Rule V2 as amended by the MSSA Sailing Instructions.
- B. Protests:** The following sections apply to all MSSA races, with the exception of the American Cancer Society Regatta.
- 1. Protest filing:
    - a. Protest should be filed on the official U.S. Sailing protest form, or on a separate sheet of paper providing that all of the information required by Racing Rules of Sailing 2018 – 2020 is provided.
    - b. Protest shall be filed by 10:00 AM the day following the finish of the race. Protesting yachts shall:
      - 1. E-mail the Vice Commodore, - and -
      - 2. Call the Vice Commodore. If there is no answer, then you must leave a message on the answering machine. NOTE: BOTH OF THESE REQUIREMENTS MUST BE DONE BY 10:00 AM, THE DAY FOLLOWING THE RACE. THE VICE COMMODORE WILL NOTIFY THE COMMODORE IN ACCORDANCE WITH THE ABOVE GUIDELINES IF THE VICE COMMODORE IS FILING A PROTEST HERSELF.
  - 2. Location and Time of Protest Hearing:
    - c. The Yacht filing the protest must provide the venue for that protest. An unwillingness to do so can be considered grounds for disallowing the protest. This modifies RRS (63.2, 63.5)
  - 3. Penalties. The Protest Committee may impose a time or position penalty in lieu of disqualification if it determines that to be more appropriate. This modifies RRS (64.1)
- C. Specific Club Rules**
- 1. **Whisker poles** may be used on jibs and genoas. Non-Spinnaker boats have a whisker pole length restriction equal to your rated “LP” dimension and must be attached to the foremost mast when in use.
  - 2. **Sail numbers** -- all boats participating in racing should have a sail number, at least on the main sail.
  - 3. **Communications.** Those yachts having a VHF radio should monitor Channel 68 prior to, during and shortly after a race for information from the committee boat or other racing yachts.

This information can contain race starting time changes, course shortenings/changes and abandonment. A VHF radio is strongly advised.

4. **A workable engine** capable of propelling the boat at or near hull speed must be on board for all PHRF races. Sufficient fuel to enable the boat to return to a safe port must be on board as well. One design fleets will decide applicable engine rules for their fleet only when the fleet races under the "one design" rule.
5. **Identification:** When checking in, before the start of the race, all yachts racing shall notify the committee boat as to the name of their yacht, sail number and their division.
6. **Abandoned:** Races can be abandoned due to weather at the discretion of the Race Committee, Commodore or the Vice-Commodore. In such a case, a meeting may be held just prior to leaving the docks in Mount Sinai, at the Dock Masters tower. Abandoned races should be announced on Channel 68 as soon as possible after the decision has been made and up until 15 minutes after when the race was to start.
7. **Changing Divisions/Fleets:** A yacht may not sail in two (2) divisions during the same series. After notifying the Vice Commodore a yacht may change divisions only once and only between series. This includes a yacht moving to a faster division. \*Moving to a slower division than you are rated for is not allowed. Sailing in two (2) divisions during a series disqualifies the yacht for that series and risks forfeiture of awards and racing privileges for the entire season and/or other sanctions as determined appropriate by the Bridge. See note 8.
8. **Spinnaker/Non-Spinnaker:** For races that do not count for the High Point Trophy, a yacht may decide to change fleets, from Spinnaker to Non-Spinnaker or Non-Spinnaker to Spinnaker. To change fleets, a boat must indicate her intention by flying the 'C' (Charlie) flag from her backstay. The flag must be flown prior to the first warning of the race and remain flying until the yacht has finished or withdrawn. In addition to flying the 'C' flag, the yacht must check in with the race committee and clearly hail their intention. Changing fleets in this manner is non-permanent. Notify the Vice Commodore to make permanent changes. See note 7
9. **Division Breakdown.** Divisions will be additionally scored separately for High Point races. At the conclusion of the Spring Series, the Vice Commodore will look at the results of the spring races and decide if a different division breakdown is appropriate. If the divisions are altered, scores for the spring races will be recalculated to reflect new division splits and the fleet will compete in this new format for the remainder of the season.
10. **Use of Autopilots** - autopilots will be permitted in any MSSA race where there are only 1 or 2 people on board.

### III. RACING PROCEDURE

- A. **All Starts** are between the committee boat and one of the MSSA race marks, fixed or portable, unless otherwise stipulated in this Yearbook or by Newsletter.
- B. **Check in** by hail or VHF with the committee boat before the race, giving your boat name, sail number and division. It is the racing skipper's responsibility to assure that his boat is correctly checked in for the race.
- C. **Starting** will be in accordance with Rule 26 of the International Sailing Federation's Racing Rules of Sailing for 2017-2020 including U.S. Sailing Prescriptions. An illustration of how Rule 26 is applied can be found in the Committee Boat Procedures Section 2.4.

## Starting Sequence

This sequence will apply for all Thursday night races and all weekend races unless otherwise noted in the race instructions.

**Non Spinnaker Fleet** will be Class 1. The Class Flag will be the number 1 pennant.

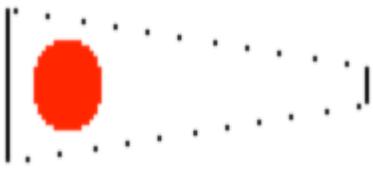
**Spinnaker Fleet** will be Class 2. The Class Flag will be the number 2 pennant.

Signal	ACTION	RUNNING TIME (Mins.)	TIME	Non Spinnaker	Spinnaker
Class Flag 1	RAISE	As Listed	00:00	Warning	
Preparatory	RAISE	Plus 1	00:01	Prep	
Preparatory	LOWER	Plus 4	00:04		
Class Flag 1	LOWER	Plus 5	00:05	Start	
<ul style="list-style-type: none"> <li><b>Not a rolling start - please note this intentional 5 minute delay -</b></li> </ul>					
Class Flag 2	RAISE	As Listed	00:10		Warning
Preparatory	RAISE	Plus 1	00:11		Prep
Preparatory	LOWER	Plus 4	00:14		
Class Flag 2	LOWER	Plus 5	00:15		Start

### Notes:

1. A sound signal will be made with each visual signal, but if the audible signal is late or early, the visual signal determines the time.
2. At the committee boat's discretion the second division's sequence may be delayed.

### D. Class Flags

Preparatory Flag	First Class Non-Spinnaker	Second Class Spinnaker
		

- E. **Spinnaker/Non Spinnaker:** As a general rule we encourage starting the fleets separately. During the season, however, there may be times when only 1 or 2 starting boats represent a fleet. At these times joint starts should take place. The Committee Boat should start both fleets together (Spinnaker with Non-Spinnaker). When this occurs, the results will be calculated on the standard division breakdown and awards made to all divisions racing as described in Section IV of the yearbook. In the case of a joint start **there will only be ONE starting sequence**. This sequence should start at the announced race time plus **00:10**.

When the fleets are starting together, the Committee Boat will attempt to notify all affected yachts by voice and radio, Channel 68 VHF, and by **five (5) long horn blasts** well prior to the first gun, and fly the **"A" code flag** from its backstay (see section VI,). It is the responsibility of all yachts to check with the Committee Boat in these special cases.

F. Recalls

1. **Individual Recall.** If any boats are over early, the committee boat will sound one (1) long blast on the horn or one (1) gun, display code flag "X", and if possible, hail sail numbers. See flag illustration in this yearbook.
2. **General Recall. Two (2) long blasts** on the horn or two (2) guns accompanying the hoisting of the First Substitute flag means all boats in that division must start again. Their sequence will begin after the last division starts. See flag illustration in this yearbook.

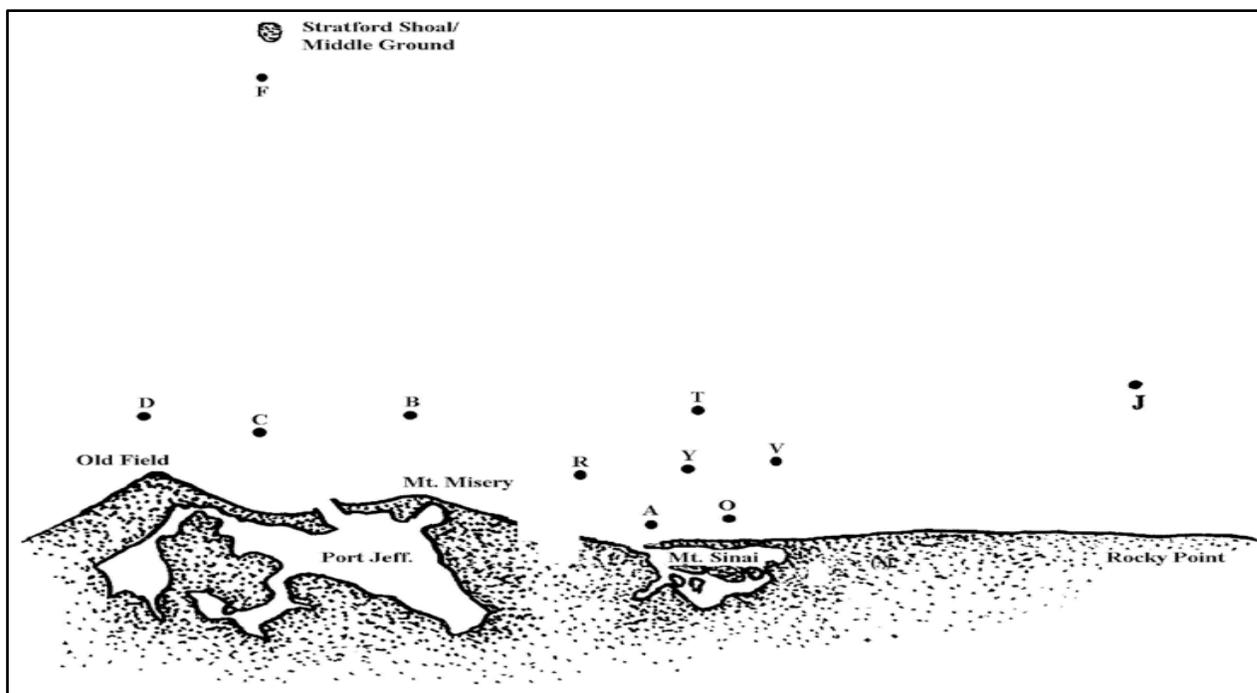
G. Marks \*See inside back cover for coordinates

1. **Display.** The committee boat will display course signals referring to the following marks:

Mark	Description
"A"	Club Mark- Approx. 3 nautical miles to east of Mt. Sinai Harbor entrance
"B"	C"11" off Mt. Misery Point
"C"	RW Mo (A) Bell, Port Jefferson
"D"	"11A" Gong off Old field Point
"F"	R"2" F1 4 sec. Gong, Middle Ground
"G"	Is "A" as a finishing mark when the Committee boat is NOT on station, and specifically indicated in the course selection. 'G' (A) is to be passed within two boat lengths keeping the mark to the north. Your boat is considered finished when any part of your hull or rig crosses an imaginary line 180 degree from the mark. To be scored as finishing she shall note her finishing time and should note her relative finishing position to any nearby boats and report them to the club scorer, email preferred, as soon as reasonably possible in addition to announcing on VHF CH-68.
"J"	C"9" - off Rocky Point
"K"	C"7" - off Shoreham
"L"	R"32A" (South of Greenwich Point)
"M"	RW Mo(A) Bell, Bridgeport
"N"	R"16" F1 5 sec Bell off Charles Island
"O"	Club Mark - Approx. 7 nautical miles on a heading of 96 degrees from "A"
"P"	RW"NH" Mo(A) Bell, New Haven
"R"	Club Mark - Approx. 85 nautical miles on a heading of 330 degrees from "A"
"S"	R"10G1" F1 R 4 sec Bell, Faulkner Island
"T"	Club Mark - approx. 1.75 nautical miles on a heading of 30 degrees from "A"
"V"	Club Mark - Approx. 1.5 nautical miles on a heading of 60 degrees from "A"
"W"	Club Mark - Temporary (portable) mark to be placed 1 nautical mile directly windward of the starting line.

Mark	Description
"X"	Is the finishing mark when the Committee boat is NOT on station and is to be passed within two boat lengths keeping the mark on the same side as the previous mark. Your boat is considered finished when any part of your hull or rig passes the finishing mark as described. To be scored as finishing she shall note her finishing time and should note her relative finishing position to any nearby boats and report them to the club scorer, email preferred, as soon as reasonably possible in addition to announcing on VHF CH-68.
"Y"	Club Mark - located half-way between "A" and "T" approximately 0.85 nautical miles from A on a heading of 30 degrees from A.
"Z"	Club Mark - Z will be a temporary portable mark placed principally for the start to be directly to leeward of the first mark so that the first mark is dead into the wind. Distance to the first mark will be 3/4 of a mile unless otherwise specified

2. **Map of Club Race Mark Locations** \*See inside back cover for coordinates



*Not to Scale  
Locations are Approximate*

H. The course to be sailed will be signaled in one of the following ways:

1. The committee boat will display a series of letters and a red or green sign before a race. The letters represent marks. The red sign represents marks to port and the green sign represents marks to starboard. Any combination of letters constitutes the course of the race. The starting mark will not be posted. Courses should be selected to assure a windward first leg and overall a windward leeward course. The Vice Commodore or his/her designee can be consulted.
2. The committee boat may display a course code, which will refer to a specific course (see yearbook suggestions). When using such a course the committee boat need **NOT** display the red (port) or green (starboard) sign with the racecourse.

**Note:** For any courses, "Z", the temporary portable mark may be used for the start in place of the starting mark shown in parentheses by placing it 0.75 to 1.0 NM from the upwind mark. The turning marks will remain the same.

- H. Dropping Out - Boats dropping out of races must make a positive effort to notify the committee boat. (Hail them on the way in, contact them on VHF 68, or ask another boat to relay the message)
- I. When Maneuvering to Start – Boats whose warning signal has not been made shall avoid the starting area. Boats shall not hinder boats starting in divisions ahead of them and must keep clear of all boats in their prep sequence.
- J. In the event the committee boat is not on station at the finish. The finish mark as designated in the COURSE shall be defined as "X" (See III.G)
- K. Time limit. Be aware that there are time limits listed for most races. The time limit is measured from the start of a division. If the time limit expires the Race Committee will abandon the race. All boats that have not finished within the time limit will be scored DNF. The Race Committee should provide notification of abandonment on VHF Channel 68. This amends R.R.S. 35
- L. Race results will be computed by the Club Scorer and will be posted on the web site WWW.MSSA.ORG within a few days of the race. Each committee boat must get the finish times to the club scorer within 24 hours. Results should be emailed to our club scorer. Leave the originals on the bulletin board in the MSSA club shed at Old Man's Boatyard.  
\* Please keep a backup copy.
- M. **Scoring: DNF, DSQ, DNS, OCS, and DNC:** A boat that did not finish (DNF) will receive a finishing position of the number of boats starting plus 1. A boat that is disqualified (DSQ) will receive a finishing position of the number of boats started plus 2. Did not start (DNS) is defined as boats that came to the starting area and were checked in by the Race Committee, excluding On Course Side (OCS). Boats that are scored DNS will receive the number of boat starting plus 1. Boats that were OCS will receive the number of boats starting plus 1. Boats that did not come to the starting area will be scored DNC. Because the MSSA does not have a series registration requirement, the DNC score will be adjusted at the end of the race series to account for all boats that competed (including DNS and OCS) per division and/or fleet. (This changes the Racing Rules of Sailing Appendix A Scoring).
- N. **Changes to a race start time or course.** If the wind is 3 knots or less and variable the race should be postponed or possibly canceled after waiting an appropriate length of time after the designated start time. If the race has started, you should attempt to shorten the race by moving your boat to one of the course rounding marks (see note 4). You should abandon the race if the wind is light and even if you've shortened the race, no boats would finish. An illustration of the relevant signals is provided at the end of this section. Also see the US Sailing 2018-2020 Racing Rules.
  - 1. **Postponements:** The Committee Boat should postpone the start of any race when wind conditions are such that a division cannot clear the starting line prior to the subsequent division start (usually 5 minutes). Hoisting the code flag "AP" and two (2) sound signals a postponement. The "AP" flag will be lowered and one (1) gun will signal the end of

postponement and that the warning for the next division's starting sequence will be in one (1) minute.

2. **Cancellations:** The Committee Boat that has postponed a race due to lack of wind should wait a minimum of 1/2 hour (for night races) and one hour (for all other races) before considering abandoning. Just prior to abandoning the race, the Committee Boat should assure itself that there are no signs of a filling breeze (flags on the beach, wind lines, smoke from the Port Jefferson stacks etc..). If no signs of a filling breeze are visible, and the minimum time has been waited, the Committee Boat should then abandon the race.
3. **Abandonment:** An abandoned race is one that is declared void at any time. A race should be abandoned when no boat from its respective division has rounded the first mark within half of the time limit; no boat from its respective division has crossed the finish line within the time limit (these times are taken from each division's start), as stated in paragraph L, or because of a missing mark, etc. A code flag "N" and three (3) sound signals will communicate that all races are abandoned with further signals and instructions (i.e. - new course, cancellation, etc.) to be made in the starting area. If the race is to be re-sailed that day, the "N" flag will be lowered and one (1) sound signal will communicate the end of abandonment and the warning for the first division's starting sequence will begin in one (1) minute. Only those boats that sailed in the abandoned race can sail in the re-sailed race.
4. **Shortened Course:** The racecourse can be shortened by placing the committee boat at any turning mark and signaled by the code flag "S". Two horn blasts should also be sounded and the committee boat should notify the fleet via Channel 68. Only one leg cannot be considered a finished race. Shortening a race should be considered if all boats (or a majority) will not finish before the race's time limit, unsafe conditions, etc.

#### IV. TROPHIES

- A. **Individual Races** - First, second and third place will be awarded in each fleet. This can be modified during the season by the vice commodore.
- B. **Series Races** - First, second, and third place awards will be given in each division for the entire series. If there are twelve (12) or more boats that qualify in the series, first, second, third, fourth and fifth place will be awarded for that division. In deciding the winner of a series, boats will be scored in individual races as follows: First - 1 point, second - 2 points, third - 3 points, fourth - 4 points, etc. A boat serving as committee boat in a series race will be awarded average points for the race in which she served and all calculations will be as if she raced. Average points will be considered the average of all races for the current series. Should the boat serving as Race Committee not be racing in the series but her skipper(s) are campaigning a different boat in that series, the average points will be awarded to the boat that is racing, provided it is not racing in the same race as the Race Committee duties are performed. In the case where a boat is campaigned by multiple persons, only the first Race Committee duty can be awarded the average points in that series.
- C. **High-Point Trophies** - A trophy will be awarded in each division to the boat with the best season record under the following formula:
  1. A modified Cox-Sprague Scoring System will be used \*(see the table on page 39)
  2. Boats will be scored according to their division position.
  3. Fifteen races out of the below set (section IV-C-4) will be the minimum necessary for the trophy. If a race is cancelled or abandoned and not re-sailed, the number of races to be counted toward this trophy will be reduced by one as will the number of eligible races, but the

number of throw-outs will remain the same. A DNF or DSQ may be counted towards the trophy if necessary to fulfill the minimum. If no boats qualify for "High Point" in a division, the MSSA Bridge reserves the right to determine the winner.

4. The races to be counted towards this trophy are the Spring, Summer and Fall Series Races, plus the Middle Ground Night Race.
5. A boat serving as committee boat in a High Point Series race will be awarded average points for the race in which she served and all calculations will be as if she raced. Average points will be considered as follows:
  - A boat's RC average will be calculated from the average score of the minimum number of races that boat will use to qualify for the series.
  - The boat's best finishing scores will be used to calculate the average.
  - If the boat needs the RC score to qualify, the minimum number of races minus one will calculate the average.
  - If a boat does not have enough races to qualify for the series, their average will be calculated using as many DNC scores as it would take to equal the minimum number of races needed to qualify for the series minus one.
  - For the Middle Ground Night Race, average points will be considered the average of all her previously sailed High Point Races for the current sailing season.
6. In the event that there is only one boat for a division start, that boat must start and will be scored with the other boats in their respective fleet (spinnaker or non-spinnaker). When the total number of boats in a fleet is three or more (ex. One from A and two from B), the scores for the boats within the division that has multiple entries will not be affected by the additional entry. The single division boat will be scored with the fleet results, the other boats will be scored with no consideration for the additional entry. However, if there is only one boat in each division (ex. One from A and one from B), both boats will be scored with Fleet results. One will receive a first, and the other a second. Non High Point scoring will not be affected.

#### D. Race Trophies and Award Sponsors

<b>Past Commodore's Award</b>
<b>High Point 'A' Division - North Sails Long Island</b>
<b>High Point 'B' Division - Radio-Vision, Inc.</b>
<b>High Point 'C' Division</b>
<b>High Point 'D' Division - Cramer Consulting Group</b>

**Committee Boat Assignment** - Once you have a committee boat assignment, you are obligated to fill that responsibility. You must run your race. If you are unable to do so, **YOU MUST FIND A SUBSTITUTE** committee boat, or trade assignments with another member. The Vice Commodore should be notified of changes as soon as they have been made. If you do not meet your committee boat responsibilities or find a suitable replacement, the bridge may choose to revoke your ability to race for the remainder of the year and/or revoke any club trophies you may have earned for the season. All yachts racing last year must serve as committee boat this year. If you are committee boat, it is your responsibility to read and understand the section entitled "Committee Boat Responsibilities" in this yearbook. In the event a Committee Boat is not present a Volunteer Committee can run the race. The Volunteer Committee will be scored as per section IV.C of the sailing instructions.

**Awarding of Trophies** - Trophies will be awarded at the annual awards dinner in November. Date and place to be announced.

Cox-Sprague Scoring System																										
# of Starters	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 or more	Place						
	10	31	43	52	60	66	72	76	80	84	87	90	92	94	96	97	98	99	100	1						
	7	25	37	46	54	60	66	70	74	78	81	84	86	88	90	91	92	93	94	2						
	(4)	21	33	42	50	56	62	66	70	74	77	80	82	84	86	87	88	89	90	3						
		(17)	29	38	46	52	58	62	66	70	73	76	78	80	82	83	84	85	86	4						
			(26)	35	43	49	55	59	63	67	70	73	75	77	78	80	81	82	83	5						
				(32)	40	46	52	56	60	64	67	70	72	74	76	77	78	79	80	6						
					(38)	44	50	54	58	62	65	68	70	72	74	75	76	77	78	7						
						(42)	48	52	56	60	63	66	68	70	72	73	74	75	76	8						
							(46)	50	54	58	61	64	66	68	70	71	72	73	74	9						
								(48)	52	56	59	62	64	66	68	69	70	71	72	10						
									(50)	54	57	60	62	64	66	67	68	69	70	11						
										(52)	55	58	60	62	64	65	66	67	68	12						
											(53)	56	58	60	62	63	64	65	66	13						
												(55)	57	59	61	62	63	64	65	14						
													(56)	58	60	61	62	63	64	15						
														(57)	59	60	61	62	63	16						
															(58)	59	60	61	62	17						
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																									53	26

Points in ( ) are for DNF & DSQ

**Cox-Sprague Scoring System:** In each race the number of starters will determine the column to be used in the table above, and each yacht will be credited with the number of points indicated for her finishing place. A yacht's series score shall be her "Percentage of Perfection", calculated by dividing her Total Points Scored by the total points she would have had if she had won every race in which she started.

**V. Weekend Race Course Suggestions:**

- A. Start the boats on a beat. This means a start line perpendicular to the wind and the first mark to weather.
- B. Courses should be Windward Leeward as much as practical.
- C. Starting at "Y", as we would on a weeknight, is strongly suggested.
- D. Evaluate the wind. If it is strong you want a longer course. Consider using marks like "F" or "J". If the wind is light set a shorter course. \* Making a course that can be shortened is a safe bet. (See: "General Racing Information" section III)
- E. The committee boat should post the sequence of mark letters followed by a color to designate port or starboard rounding.
- F. We recommend consulting with the Vice Commodore or his/her designee on course selections.

**VI. Weeknight Short Races (3 to 7 mile range)**

- A. The weeknight races will rely on the six club marks (A, Y, R, T, O, V & G) or our club's portable/temporary mark taken out with the committee boat (Z).

- B. If the marks A, R, T, Y, O and V are not suitable for a starting line (providing a first leg directly into the wind), you should consider placing one portable mark approximately 0.75 mile windward of one of the start mark. Because of the use of the portable mark, specific courses and distances for these races are flexible and only examples are listed on the next page are using the fixed marks.
- C. A shorter first leg can be achieved by use of Z. See Section III-G for mark relative locations. If you need help in selecting a suitable course, talk to the Vice Commodore or his/her designee. If portable mark "Z" is used the Committee Boat must record her position with a GPS. This position should be noted on the score sheet.

### SUGGESTED THURSDAY NIGHT/DOUBLE HANDED RACE COURSES

WIND DIRECTION	COURSE CODE	COURSES	DISTANCE / nm	SUGGESTED WIND RANGE
SOUTH EAST	<b>SE1</b>	(Y)OYOY	3.2	3-8 KTS
	<b>SE2</b>	(Y)OTYTY	5.1	8-12 KTS
	<b>SE3</b>	(Y)OTOTY	6.4	12+ KTS
SOUTH WEST	<b>SW1</b>	(Y)AYAY	3.6	3-8 KTS
	<b>SW2</b>	(Y)ATYTY	5.3	8-12 KTS
	<b>SW3</b>	(Y)ATAYA	6.3	12+ KTS
WEST	<b>W1</b>	(Y)RYRY	3.6	3-8 KTS
	<b>W2</b>	(Y)RVRVY	6.7	8+ KTS
NORTH WEST	<b>NW1</b>	(O)ROYO	4.4	3-10 KTS
	<b>NW2</b>	(O)RORO	5.3	10+ KTS
NORTH	<b>N1</b>	(A)YAYA	3.6	3-8 KTS
	<b>N2</b>	(A)TATA	6.9	8+ KTS
NORTH EAST	<b>NE1</b>	(A)VAVA	5.8	3-12 KTS
	<b>NE2</b>	(A)VRVA	6.26	12+ KTS
EAST	<b>E1</b>	(Y)VYVY	3.0	3-8 KTS
	<b>E2</b>	(Y)VRVRY	6.7	8+ KTS

**Notes:**

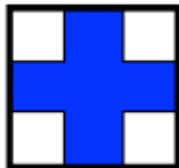
1. All marks are to PORT, **except FINISH where the RRS rules apply (28.2.c)"pass between the marks of a gate from the direction of the previous mark"**. Starting mark is shown in parentheses "( )".
2. In light or shifting winds, it may be appropriate to go to Y and wait for a consistent wind

direction. Listen to the forecast.

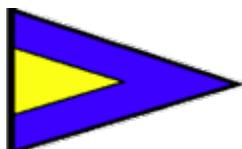
3. Consider the following when picking the course: Wind strength (light wind/short course, heavy wind/long course), wind forecast and the amount of daylight remaining.
4. The light wind courses are listed first in each wind direction category. Most courses are designed with the possibility of shortening in mind. Please consider shortening the courses in order to adapt to light and changing wind conditions.
5. These are suggested courses only and although they should be used whenever possible situations may arise when the Race Committee may be better off creating their own course. When in doubt please consult with the Vice Commodore or his/her designee.
6. Distances are approximate.

## VII. MAJOR FLAGS FOR RACE CHANGES

### RECALLS

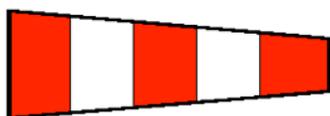


**Individual Recall** - attempts to hail each yacht over early will be made, hoisting the code flag "X" and **sounding one long blast of the horn.**



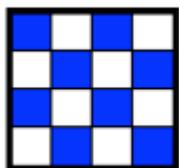
**General Recall** - hoisting the First Substitute flag and firing **two guns (horn)**. The obligation to start properly rests with the skippers. The recalled division will restart 5 minutes after all other Divisions have started.

### POSTPONEMENTS



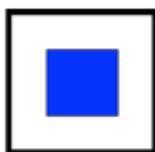
Postponement will be signaled by code flag "AP" and **2 guns (horns)**. The "AP" flag will be lowered and 1 gun will signal the end of postponement and that the warning for the next division's starting sequence will be in one (1) minute.

### ABANDONMENT



Race abandonment will be signaled by Code flag "N" and **3 guns (horns)**. Races can be re-sailed - return to starting area for instructions. Ends with 1 gun and lowering of "N" @ 1 min. to first restart. Only boats in abandoned race can restart.

### SHORTENING COURSE



The race course can be shortened by placing a committee boat at any turning mark and signaled by the "S" flag. The committee boat should also sound two horn blasts and hail the fleet on channel 68. Shortening to only one leg cannot be considered a finished race.

### JOINT DIVISION START



All Divisions Starting Together: will be signaled by a code flag "A" and **5 guns (horns)** before the first gun of the race. Boats must come within hailing distance for instructions.

## VIII. JACKRABBIT RACE/ FALL SERIES

### Start

These races will be self-start. Boats will start according to the start timetables that follow. There are two sets of tables depending on the course selected. There will be a race officer from within the fleet who chooses and announces the course and synchronizes official time at 10:00AM (GPS Time) via VHF channel 68.

#### Self start instructions from Racing Notes #12:

**For Courses "A", "E"** - Boats will be positioned such that they are WEST of club mark A and are behind an imaginary line 180 degrees magnetic (south of mark) that intersects the club mark A.

**For Course "B", "C", "D", "F"** - Boats will be positioned such that they are EAST of club mark A and are behind an imaginary line 180 degrees magnetic (south of mark) that intersects the club mark A.

**Record your own time, announce your time on VHF 68 and email your time to our club scorer within 24 hours.**

### Deadline

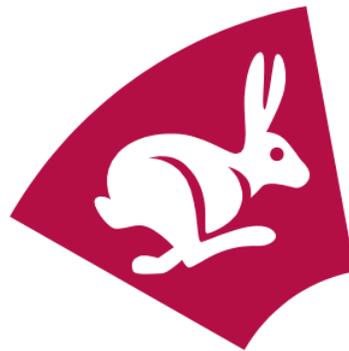
No Time Limit

### Course Distance

Approximately 13 miles or 6.8 miles

### Awards

1st, 2nd & 3<sup>rd</sup> place in each division.



### Courses

Course Code	Distance	Course		Start Table
"A"	13 miles	(A)JCG	Marks to port	1
"B"	13 miles	(A)CJG	Marks to starboard	1
"C"	13 miles	(A)BFCG	A, B to starboard / all others to port	1
"D"	13 miles	(A)CFBG	A, C and F to starboard / B and G to port	1
"E"	6.8 miles	(A)JG	G to starboard / all other marks to port	2
"F"	6.8 miles	(A)CG	A to starboard / all other marks to port	2
"G"*	6.8 miles	(A)TATG	Marks to port	2

1. Note: ( ) indicates starting mark. (Start times on next page)

2. See section III.G for definition of the MARKS.

3. \* Prior to setting course "G" the Race Official must ensure that mark "T" is on station. This is especially important during the late season.

## JACKRABBIT Start Table 1

### COURSES "A", "B", "C", "D"

PHRF	FIRST GUN +						
310	0:00:00	265	0:09:45	220	0:19:30	175	0:29:15
309	0:00:13	264	0:09:58	219	0:19:43	174	0:29:28
308	0:00:26	263	0:10:11	218	0:19:56	173	0:29:41
307	0:00:39	262	0:10:24	217	0:20:09	172	0:29:54
306	0:00:52	261	0:10:37	216	0:20:22	171	0:30:07
305	0:01:05	260	0:10:50	215	0:20:35	170	0:30:20
304	0:01:18	259	0:11:03	214	0:20:48	169	0:30:33
303	0:01:31	258	0:11:16	213	0:21:01	168	0:30:46
302	0:01:44	257	0:11:29	212	0:21:14	167	0:30:59
301	0:01:57	256	0:11:42	211	0:21:27	166	0:31:12
300	0:02:10	255	0:11:55	210	0:21:40	165	0:31:25
299	0:02:23	254	0:12:08	209	0:21:53	164	0:31:38
298	0:02:36	253	0:12:21	208	0:22:06	163	0:31:51
297	0:02:49	252	0:12:34	207	0:22:19	162	0:32:04
296	0:03:02	251	0:12:47	206	0:22:32	161	0:32:17
295	0:03:15	250	0:13:00	205	0:22:45	160	0:32:30
294	0:03:28	249	0:13:13	204	0:22:58	159	0:32:43
293	0:03:41	248	0:13:26	203	0:23:11	158	0:32:56
292	0:03:54	247	0:13:39	202	0:23:24	157	0:33:09
291	0:04:07	246	0:13:52	201	0:23:37	156	0:33:22
290	0:04:20	245	0:14:05	200	0:23:50	155	0:33:35
289	0:04:33	244	0:14:18	199	0:24:03	154	0:33:48
288	0:04:46	243	0:14:31	198	0:24:16	153	0:34:01
287	0:04:59	242	0:14:44	197	0:24:29	152	0:34:14
286	0:05:12	241	0:14:57	196	0:24:42	151	0:34:27
285	0:05:25	240	0:15:10	195	0:24:55	150	0:34:40
284	0:05:38	239	0:15:23	194	0:25:08	149	0:34:53
283	0:05:51	238	0:15:36	193	0:25:21	148	0:35:06
282	0:06:04	237	0:15:49	192	0:25:34	147	0:35:19
281	0:06:17	236	0:16:02	191	0:25:47	146	0:35:32
280	0:06:30	235	0:16:15	190	0:26:00	145	0:35:45
279	0:06:43	234	0:16:28	189	0:26:13	144	0:35:58
278	0:06:56	233	0:16:41	188	0:26:26	143	0:36:11
277	0:07:09	232	0:16:54	187	0:26:39	142	0:36:24
276	0:07:22	231	0:17:07	186	0:26:52	141	0:36:37
275	0:07:35	230	0:17:20	185	0:27:05	140	0:36:50
274	0:07:48	229	0:17:33	184	0:27:18	139	0:37:03
273	0:08:01	228	0:17:46	183	0:27:31	138	0:37:16
272	0:08:14	227	0:17:59	182	0:27:44	137	0:37:29
271	0:08:27	226	0:18:12	181	0:27:57	136	0:37:42
270	0:08:40	225	0:18:25	180	0:28:10	135	0:37:55
269	0:08:53	224	0:18:38	179	0:28:23	134	0:38:08
268	0:09:06	223	0:18:51	178	0:28:36	133	0:38:21
267	0:09:19	222	0:19:04	177	0:28:49	132	0:38:34
266	0:09:32	221	0:19:17	176	0:29:02	131	0:38:47

## JACKRABBIT Start Table 1

### COURSES "A", "B", "C", "D"

PHRF	FIRST GUN +						
130	0:39:00	96	0:46:22	62	0:53:44	28	1:01:06
129	0:39:13	95	0:46:35	61	0:53:57	27	1:01:19
128	0:39:26	94	0:46:48	60	0:54:10	26	1:01:32
127	0:39:39	93	0:47:01	59	0:54:23	25	1:01:45
126	0:39:52	92	0:47:14	58	0:54:36	24	1:01:58
125	0:40:05	91	0:47:27	57	0:54:49	23	1:02:11
124	0:40:18	90	0:47:40	56	0:55:02	22	1:02:24
123	0:40:31	89	0:47:53	55	0:55:15	21	1:02:37
122	0:40:44	88	0:48:06	54	0:55:28	20	1:02:50
121	0:40:57	87	0:48:19	53	0:55:41	19	1:03:03
120	0:41:10	86	0:48:32	52	0:55:54	18	1:03:16
119	0:41:23	85	0:48:45	51	0:56:07	17	1:03:29
118	0:41:36	84	0:48:58	50	0:56:20	16	1:03:42
117	0:41:49	83	0:49:11	49	0:56:33	15	1:03:55
116	0:42:02	82	0:49:24	48	0:56:46	14	1:04:08
115	0:42:15	81	0:49:37	47	0:56:59	13	1:04:21
114	0:42:28	80	0:49:50	46	0:57:12	12	1:04:34
113	0:42:41	79	0:50:03	45	0:57:25	11	1:04:47
112	0:42:54	78	0:50:16	44	0:57:38	10	1:05:00
111	0:43:07	77	0:50:29	43	0:57:51	9	1:05:13
110	0:43:20	76	0:50:42	42	0:58:04	8	1:05:26
109	0:43:33	75	0:50:55	41	0:58:17	7	1:05:39
108	0:43:46	74	0:51:08	40	0:58:30	6	1:05:52
107	0:43:59	73	0:27:03	39	0:58:43	5	1:06:05
106	0:44:12	72	0:51:34	38	0:58:56	4	1:06:18
105	0:44:25	71	0:51:47	37	0:59:09	3	1:06:31
104	0:44:38	70	0:52:00	36	0:59:22	2	1:06:44
103	0:44:51	69	0:52:13	35	0:59:35	1	1:06:57
102	0:45:04	68	0:52:26	34	0:59:48	0	1:07:10
101	0:45:17	67	0:52:39	33	1:00:01	-1	1:07:23
100	0:45:30	66	0:52:52	32	1:00:14	-2	1:07:36
99	0:45:43	65	0:53:05	31	1:00:27	-3	1:07:49
98	0:45:56	64	0:53:18	30	1:00:40	-4	1:08:02
97	0:46:09	63	0:53:31	29	1:00:53	-5	1:08:15

Look up your PHRF rating on the above list and add the associated minutes to the time of first gun in order to determine your start time. If you do not have a PHRF rating, contact the Vice Commodore.

## JACKRABBIT Start Table 2

### COURSES "E", "F"

PHRF	FIRST GUN +						
310	0:00:00	265	0:05:08	220	0:10:16	175	0:15:24
309	0:00:06	264	0:05:15	219	0:10:23	174	0:15:31
308	0:00:13	263	0:05:21	218	0:10:30	173	0:15:38
307	0:00:20	262	0:05:28	217	0:10:37	172	0:15:45
306	0:00:27	261	0:05:35	216	0:10:43	171	0:15:52
305	0:00:34	260	0:05:42	215	0:10:50	170	0:15:59
304	0:00:41	259	0:05:49	214	0:10:57	169	0:16:05
303	0:00:47	258	0:05:56	213	0:11:04	168	0:16:12
302	0:00:54	257	0:06:03	212	0:11:11	167	0:16:19
301	0:01:01	256	0:06:09	211	0:11:18	166	0:16:26
300	0:01:08	255	0:06:16	210	0:11:25	165	0:16:33
299	0:01:15	254	0:06:23	209	0:11:31	164	0:16:40
298	0:01:22	253	0:06:30	208	0:11:38	163	0:16:46
297	0:01:29	252	0:06:37	207	0:11:45	162	0:16:53
296	0:01:35	251	0:06:44	206	0:11:52	161	0:17:00
295	0:01:42	250	0:06:51	205	0:11:59	160	0:17:07
294	0:01:49	249	0:06:57	204	0:12:06	159	0:17:14
293	0:01:56	248	0:07:04	203	0:12:12	158	0:17:21
292	0:02:03	247	0:07:11	202	0:12:19	157	0:17:28
291	0:02:10	246	0:07:18	201	0:12:26	156	0:17:34
290	0:02:17	245	0:07:25	200	0:12:33	155	0:17:41
289	0:02:23	244	0:07:32	199	0:12:40	154	0:17:48
288	0:02:30	243	0:07:38	198	0:12:47	153	0:17:55
287	0:02:37	242	0:07:45	197	0:12:54	152	0:18:02
286	0:02:44	241	0:07:52	196	0:13:00	151	0:18:09
285	0:02:51	240	0:07:59	195	0:13:07	150	0:18:16
284	0:02:58	239	0:08:06	194	0:13:14	149	0:18:22
283	0:03:04	238	0:08:13	193	0:13:21	148	0:18:29
282	0:03:11	237	0:08:20	192	0:13:28	147	0:18:36
281	0:03:18	236	0:08:26	191	0:13:35	146	0:18:43
280	0:03:25	235	0:08:33	190	0:13:42	145	0:18:50
279	0:03:32	234	0:08:40	189	0:13:48	144	0:18:57
278	0:03:39	233	0:08:47	188	0:13:55	143	0:19:03
277	0:03:46	232	0:08:54	187	0:14:02	142	0:19:10
276	0:03:52	231	0:09:01	186	0:14:09	141	0:19:17
275	0:03:59	230	0:09:08	185	0:14:16	140	0:19:24
274	0:04:06	229	0:09:14	184	0:14:23	139	0:19:31
273	0:04:13	228	0:09:21	183	0:14:29	138	0:19:38
272	0:04:20	227	0:09:28	182	0:14:36	137	0:19:45
271	0:04:27	226	0:09:35	181	0:14:43	136	0:19:51
270	0:04:34	225	0:09:42	180	0:14:50	135	0:19:58
269	0:04:40	224	0:09:49	179	0:14:57	134	0:20:05
268	0:04:47	223	0:09:55	178	0:15:04	133	0:20:12
267	0:04:54	222	0:10:02	177	0:15:11	132	0:20:19
266	0:05:01	221	0:10:09	176	0:15:17	131	0:20:26

## JACKRABBIT Start Table 2

### COURSES "E", "F"

PHRF	FIRST GUN +						
130	0:20:33	96	0:24:25	62	0:28:18	28	0:32:11
129	0:20:39	95	0:24:32	61	0:28:25	27	0:32:18
128	0:20:46	94	0:24:39	60	0:28:32	26	0:32:25
127	0:20:53	93	0:24:46	59	0:28:39	25	0:32:32
126	0:21:00	92	0:24:53	58	0:28:46	24	0:32:39
125	0:21:07	91	0:25:00	57	0:28:53	23	0:32:45
124	0:21:14	90	0:25:07	56	0:28:59	22	0:32:52
123	0:21:20	89	0:25:13	55	0:29:06	21	0:32:59
122	0:21:27	88	0:25:20	54	0:29:13	20	0:33:06
121	0:21:34	87	0:25:27	53	0:29:20	19	0:33:13
120	0:21:41	86	0:25:34	52	0:29:27	18	0:33:20
119	0:21:48	85	0:25:41	51	0:29:34	17	0:33:27
118	0:21:55	84	0:25:48	50	0:29:41	16	0:33:33
117	0:22:02	83	0:25:54	49	0:29:47	15	0:33:40
116	0:22:08	82	0:26:01	48	0:29:54	14	0:33:47
115	0:22:15	81	0:26:08	47	0:30:01	13	0:33:54
114	0:22:22	80	0:26:15	46	0:30:08	12	0:34:01
113	0:22:29	79	0:26:22	45	0:30:15	11	0:34:08
112	0:22:36	78	0:26:29	44	0:30:22	10	0:34:15
111	0:22:43	77	0:26:36	43	0:30:28	9	0:34:21
110	0:22:50	76	0:26:42	42	0:30:35	8	0:34:28
109	0:22:56	75	0:26:49	41	0:30:42	7	0:34:35
108	0:23:03	74	0:26:56	40	0:30:49	6	0:34:42
107	0:23:10	73	0:27:03	39	0:30:56	5	0:34:49
106	0:23:17	72	0:27:10	38	0:31:03	4	0:34:56
105	0:23:24	71	0:27:17	37	0:31:10	3	0:35:02
104	0:23:31	70	0:27:24	36	0:31:16	2	0:35:09
103	0:23:37	69	0:27:30	35	0:31:23	1	0:35:16
102	0:23:44	68	0:27:37	34	0:31:30	0	0:35:23
101	0:23:51	67	0:27:44	33	0:31:37	-1	0:35:30
100	0:23:58	66	0:27:51	32	0:31:44	-2	0:35:37
99	0:24:05	65	0:27:58	31	0:31:51	-3	0:35:44
98	0:24:12	64	0:28:05	30	0:31:58	-4	0:35:50
97	0:24:19	63	0:28:11	29	0:32:04	-5	0:35:57

Look up your PHRF rating on the above list and add the associated minutes to the time of first gun in order to determine your start time. If you do not have a PHRF rating, contact the Vice Commodore.

# Committee Boat Responsibilities

## 1.0 Introduction

This section has been prepared for use as a reference by the Mount Sinai Sailing Association (MSSA) committee boats. It includes specific guidance on basic race management principles and should be reviewed by each committee boat skipper prior to obtaining the committee boat equipment. It can be referenced by section as questions arise and should be kept on your yacht.

Section 2 is subdivided into seven elements, cookbook fashion, to set actual responsibilities and outline the starting sequence. Remember, MSSA is known for its local racing program of competition and enjoyment. As committee boat, you control the on- the-water racing process and as such the quality of each race. We all count on a timely, informed, organized and aware committee boat. By reviewing this section, preparing ahead of time, and asking questions of those who have experience, you will be an active part of the process. If you have never served in this capacity, you may be overwhelmed. This is natural. In fact, the process is simple and can be fun if you prepare. If you are confused or concerned, you may want to arrange to crew on another committee boat prior to your turn. In addition a number of people have volunteered to act as a “support staff” and to accompany people who have never served as committee boat. A list of these individuals can be found following the race notes in the Yearbook.

Plan on having fun and pick your crew with this in mind. Stock up your boat for an enjoyable few hours. Take along a camera to record the antics, bring them to the October membership meeting for the photo-swap

Remember, you and only you can assure the quality and safety of this specific race. *We are all counting on you!*

## 2.0 Preparation

### 2.1 A FEW DAYS BEFORE THE RACE

As committee boat it is your responsibility to get all the race equipment prior to the race. It is the previous committee boat’s responsibility to return race equipment to the MSSA shed immediately after the previous race or to give it directly to the next committee boat. The MSSA Shed is located at Old Man’s Boat Yard, at the walkway to the west dock.

When the equipment is picked up, check the items under “Club Supplied” on the Committee Boat Equipment Checklist. If an item is missing check off the item on the list on the back of the “scratch sheet” or call the Race Committee Chairman/Vice Commodore. If you have picked up the equipment from the previous committee boat ask the skipper if there were any equipment problems and if so, contact the Vice Commodore.

Ensure your boat has all the “owner-supplied” equipment listed on the checklist in section 10.2.

Be sure your VHF Channel 68 is in good working order. Although the MSSA does not require a radio, it is recommended that all boats have one for changes in the race or emergencies. Use Channel 68 to communicate changes in the racecourse such as race shortening or abandonment. The Coast Guard will monitor Channel 9 for hailing, and Channel 16 for emergencies.

Arrange to have at least two people accompany you on board during the race. At the start, one person operates the clocks and calls out instructions. One person raises the shapes and watches for boats over the starting line early. One sounds the horn. A fourth person could be used to handle late check-ins over the radio. Otherwise, one of the three must also handle that. We have found that the more crew, the more fun!

## **2.2 The Day Before the Race**

Read or re-read all of this section. You never know it all. Synchronize your watch with GPS as a courtesy to the racing yachts. If you have any last-minute questions, contact the Vice Commodore or his/her designee.

## **3.0 THE DAY OF THE RACE**

### **3.1 One and One-half Hours before the Race**

Arrive at the harbor. In case of bad weather, consult members of the race committee who can usually be found around H, I, J Docks or at Old Man's Boat Yard. Rain is not normally sufficient reason for **postponement** or **abandoned**, but fog or storm winds may be. Remember... **YOU** have the responsibility for the safety of your boat and the authority to cancel the race.

Hoist the Committee Boat flag. This will help the racers recognize you. Un-wrap flags and ensure that you have the correct flags.

Anything else that can be done at the dock in terms of preparing or arranging equipment will save time later and give you and your crew time to enjoy the race.

When crew arrives, assign jobs and talk them through as much as possible. If you need additional help, contact the Vice Commodore or his/her designee.

### **3.2 At Least One Hour before the Race**

Leave the mooring or dock. You are responsible to be on station, at anchor in time to set the course, record the racers, and **START THE RACE ON TIME**.

Determine wind direction outside the harbor. (It may be different in the Sound.) Pick a tentative course before you anchor. The first mark should be to windward. If you want help picking a course, see the section, "Suggested Courses and Distances". Talk to the Vice Commodore or his/her designee. This person can provide advice and assistance to the committee boat in setting a course and the starting line. Remember, help is always available.

Weeknight races mostly use club marks. The longer weekend races should make use of these plus government navigational marks.

Our goal is to pick courses that are: "Windward /Leeward". Try to select courses that allow the fleet to finish before dark. Recommended courses for A, B, C, D divisions are provided in this yearbook. We encourage consulting with the Vice Commodore or his/her designee. Some special races such as the Jackrabbit Race, Barrister Cup, or Middle Ground races have pre-selected courses. Reference the Sailing Instructions in this book for this information. Due to weather conditions, a Committee Boat may change all special courses with the exception of the Jackrabbit races.

If there is no wind, don't be in a hurry to pick a course or anchor. Wait to see what the wind is going to do. If the published start time approaches and there is still no wind, consider a postponement. If you choose to postpone, hoist the "AP" flag and fire two guns at the listed start time. When conditions change and you are ready to start the sequence, fire one gun and lower the "AP" flag. The normal start sequence will begin one minute after the "AP" flag is lowered. Follow the standard starting procedure.

After picking a course, determine the correct side of the mark on which to anchor. The starting mark should be passed on the same side as all subsequent marks of the course.

The LENGTH OF THE STARTING LINE should be approximately 1.50 times the total length of all the boats starting in the largest division. Too short a line will cause chaos at the start and potential boat damage. If in doubt, err on the side of making the line too long.

ANCHOR SQUARE TO THE FIRST MARK, which should also be SQUARE TO THE WIND. This is most important. The first leg should be upwind, although it could also be downwind, but downwind starts are unusual.

#### ANCHORING STEPS:

1. Make sure that you have AT LEAST 200, but more likely 300 feet of line.
2. Check the wind direction and the tide direction.
3. Start by motoring directly into the wind and at the starting mark
4. When you reach the mark, turn to the starboard 90 degrees and run slowly perpendicular to the wind with the mark directly to your stern.
5. Go a lot further away from the mark than you think, keeping the wind on your port beam and the mark to the stern. As stated above, the length of the starting line should be 1.5 times the entire average length of the fleet. Longer is better! For example, consider that the average length of boats is 35 feet, and there are 10 boats in the fleet.  
 $35 \times 10 = 350$ ,  $350 \times 1.5 = 525$ , and 528 feet is 1/10 of a mile!
6. When you are far enough away, turn back to port, directly into the wind and motor about 2-3 boat lengths to windward.
7. Drop the anchor and let the boat drift back downwind until the mark is 90 degrees to your port beam.
8. Of course this is all much harder if the wind is really light and the tide is strong.
9. Don't be shy about re-anchoring. Yes it is a pain, but the start is the most important part of the race and your anchoring job has a lot to do with the quality and safety of the start.

Once you have anchored, post the course by hanging the signs on the lifelines. Do not post the starting mark. Post the other marks in order along with the red sign for marks to port or the green sign for marks to starboard. It is courteous to mount the signs on the side facing the start line if practical.

If conditions change or you have second thoughts about the course, you have the right to change it any time before the first signal. During a postponement the course can be changed at or before the warning signal, which follows the postponement. If practical, try to announce the change of course. You need not read the course, merely announce that it has been changed and let racers read it off the boat. You should have a reason for changing the course.

### 3.3 Half an Hour before the Race

The course should be posted, the shapes you hoist ready. The time and the starting procedure and most other matters are covered in this section or the yearbook. When a boat checks in, acknowledge it by name or sail number. Remember you're the Committee Boat and therefore managing the race. You're the boss.

Test the horn. If you have GPS on board, use it to establish the starting time so all yachts with a GPS can synchronize. Practice proper operation of at least two timers, one for continuous timing and one to start at the first gun. In this way you have a backup.

### 3.4 Five Minutes before the First Signal

- 3.4.1 Position someone at the Flag/Shapes.
- 3.4.2 Keep using one of the timers to time until first signal.

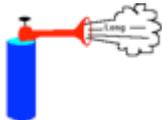
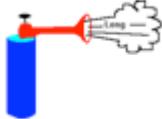
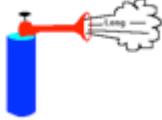
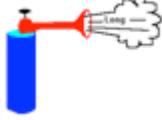
### 3.5 Ten Seconds before Listed Start Time

- 3.5.1 Begin verbal countdown

## 4.0 STARTING RACES

We use the Racing Rules of Sailing 2018-2020 Rule 26 to start races. We have included in this section an illustration of the signals and timing of Rule 26.

### RACING RULE 26

	Visual Signal	Sound Signal	Time to Start
<b>Warning</b>	Class Flag(s) <b>Up</b>		5* minutes
<b>Preparatory</b>	"P" Flag  <b>Up</b>		4 minutes
	Preparatory Flag <b>Down</b>		1 minute
<b>Start</b>	Class Flag(s) <b>Down</b>		0 minute

# Class Flags

Preparatory Flag	First Class Non-Spinnaker	Second Class Spinnaker
		

## 4.1 The Starting Sequence

4.1.1 Raise Class 1 Flag (All flags/shapes should be raised briskly.) The shape should reach the top at the exact start time. This is important because racers will be timing their starts from the shapes, not from the signals.

4.1.2 Sound Signal. Try to make the signal sound at the same time as the shape reaches the top, but if they are not simultaneous, the shape determines the time. If the signal does not sound, it is not cause to postpone the start. If the shape was correct continue the start sequence.

## 4.2 Time + One Minute

4.2.1 Raise the Preparatory Flag and sound the signal.

## 4.3 Time + Four Minutes

4.3.1 Lower the Preparatory Flag and sound the signal.

## 4.4 Time + Five Minutes - *START OF FIRST DIVISION*

4.4.1 LOWER the Class 1 Flag, and sound the signal. (The start line is between the race committee flag and the mark. No part of the racing boats may be over this line.)

4.4.2 **If any boats are over early, sound one long blast on the horn hoist the X flag and announce sail numbers. They must start again. See section on Individual recall (III-F).**

----- Intentional 5 minute delay -----|

## 4.5 Time + Ten Minutes

4.5.1 Raise Class 2 Flag (All flags/shapes should be raised briskly.) The shape should reach the top at the exact start time. This is important because racers will be timing their starts from the shapes, not from the sound signal.

4.5.2 Sound the signal. Try to make the signal sound at the same time as the shape reaches the top, but if they are not simultaneous, the shape determines the time. If the signal does not sound, it is not cause to postpone the start. If the shape was correct continue the start sequence.

#### 4.6 Time + Eleven Minutes

4.6.1 Raise the Preparatory Flag and sound the signal.

#### 4.7 Time + Fourteen Minutes

4.7.1 Lower the Preparatory Flag and sound the signal.

#### 4.8 Time + Fifteen Minutes - *START OF SECOND DIVISION*

4.8.1 LOWER the Class 2 Flag and sound the signal. (The start line is between the race committee flag and the mark. No part of the racing boats may be over this line.)

4.8.2 If any boats are over early, sound one long blast on the horn hoist the X flag and announce sail numbers. They must start again. See section on Individual recall (III-F).

### 5.0 AFTER THE START

Assuming all boats are started properly and cleared the starting area, heave a sigh of relief and enjoy watching the race develop. A lot can be learned from watching others. Now is also a good time to use your camera or camcorder to capture the activity for your friends.

#### 5.1 Monitoring the Progress of the Race

If the winds are extremely light or non-existent for an extended period, consider abandoning the race or shortening the course. To abandon the race, hoist the "N" flag and sound the signal three times. To shorten the course, hoist the S flag and position the Committee Boat at any turning mark to finish the race there. Don't be afraid to do this. **Also consider shortening the course for only the Non-spinnaker fleet if the progression of the fleet shows that many will finish after dark.** Think of what you would want as a racer. You're the boss.

#### 5.2 The Finish

If the race is not abandoned and the course is not shortened, position the Committee Boat for the finish. This usually means the boat must be moved so that the finishing mark can be crossed on the proper side and so the line is square to the last previous mark of the course. The finish line can be shorter than the starting line and should be if the finish will be after sunset. If it is dark, identify your position by hoisting, securing, and lighting the strobe light provided with the Committee Boat equipment.

#### 5.3 Recording the Finishing Yachts

Place a light on the sail if necessary. Be ready to write its finishing time in the proper place on the race sheet. If a large number are crossing at about the same time, you may want to quickly write the times and boat names or sail numbers on a piece of scrap paper and later transfer them neatly to the race sheet. The best procedure may be one person calling out boats, one watching a timer and using the lap button (don't depress the "stop" button), and one or more people recording. The person watching the line and calling boats can also sound the horn.

## 6.0 THE FINISH

A boat finishes when any part of the boat or its equipment in normal position crosses the line, which again is between the Committee boat flag and the mark. The rest of the boat need not complete a crossing of the line.

Record its time under clock time on the race sheet. Start and finish times should all be clock time. (Not Elapsed Time).

Sound the signal for each boat crossing the line.

Watch for flags flying from the starboard upper shroud or backstay. If a boat is flying a protest flag (red) or a flag acknowledging fault (yellow), make note of this on the race sheet.

Make note of any boats informing you that they are protesting, being protested, or acknowledging fault. It is their responsibility to report in to you.

## 7.0 AFTER THE FINISH

Following the race take a picture or scan of the race results and email to the club scorer, John Baker. Finally put originals on the board in the shed located in Old Man's Boatyard when returning the committee boat equipment. Remember to keep a copy of the results for a backup.

Your final task is to put the equipment back in order and see that it is returned to the MSSA Shed or transfer it to the next Committee Boat. Notify the Vice Commodore if there are any issues with the equipment. Remember the quality of the race is the responsibility of the on-station Committee Boat. It is usually easiest to drop the equipment off at the shed on the way in from your committee boat assignment. This way you'll also have crew to help you tie up and carry it. The MSSA shed is located at Old Man's Boat Yard at the top of the ramp of the west dock. The combination to the lock is 1975 (the year the club was formed).

## 8.0 POSTPONEMENTS, ABANDONMENT, SHORTENING

If the wind is 3 knots or less and variable the race should be postponed or possibly canceled after waiting an appropriate length of time after the designated start time. Once the race is started, you should attempt to shorten the race by moving your boat to one of the course's rounding marks. You should abandon the race if the wind is light, and even if you've shortened the race, no boats would finish within the time limit. An illustration of the relevant signals can be found in this handbook. Also see USSA 2017-2020 Racing Rules for additional signals.

### 8.1 Postponements

The Committee Boat should postpone the start of any race when wind conditions are such that a division cannot clear the starting line prior to the subsequent division start (usually 5 minutes). Hoisting the code flag "AP" and sounding two (2) signals indicates a postponement. The "AP" flag will be lowered and one (1) signal will indicate the end of postponement and that the warning for the next division's starting sequence will be in one (1) minute.

### 8.2 Cancellation

The Committee Boat that has postponed a race due to lack of wind should wait a minimum of 1/2 hour (for night races) and one hour (for all other races) before considering abandoning. Just prior to abandoning the race, the Committee Boat should assure itself that there are no signs of a filling breeze (flags on the beach, wind lines, smoke from the Port Jefferson stacks etc.). If no signs of a filling breeze are visible, and the minimum time has been waited, the Committee Boat should then abandon the race.

### **8.3 Abandonment**

An abandoned race is one that is declared void at any time after the start or a postponement. A race should be abandoned when no boat from its respective division has rounded the first mark within half of the time limit; no boat from its respective division has crossed the finish line within the time limit (these times are taken from each division's start), because of a missing mark, etc. A code flag "N" and sounding three (3) signals will communicate that all races abandoned with further signals and instructions (i.e. - new course, cancellation, etc.) to be made in the starting area. If the race is to be re-sailed that day, the "N" flag will be lowered and one (1) signal will communicate the end of abandonment and the warning for the first division's starting sequence will begin in one (1) minute. Only those boats that sailed in the abandoned race can sail in the re-sailed race.

Note: If abandonment is being considered due to a lack of wind the RC should first evaluate whether shortening the course will insure it's completion.

### **8.4 Shortened Course**

The race course can be shortened by placing the committee boat at any turning mark. The Race Committee must fly code flag "S". Two horn blasts should also be sounded and the committee boat should notify the fleet via channel 68. Note that a finished race may not consist of one leg. Shortening a race should be considered if the majority of boats will not finish before dark, the race's time limit is near, unsafe conditions have evolved, etc. Be certain to note the new shortened course on the Race Sheet for any divisions affected by the course change as it is important for the proper scoring of the yachts.

## **9.0 DIRECTIONS FOR FILLING OUT A RACE SHEET**

1. Fill out the top of the scratch sheet. The name of the specific race from the MSSA race schedule, the name of the committee boat, and your name and phone # so that the race committee can contact you if we need further information. The date of the race and the SPECIFIC RACE COURSE including the STARTING MARK. And lastly, the EXACT TIME of the start of the class. Remember, we use a time-based handicapping system so all times must be accurate.
2. Pre-printed scratch sheets should be included in the committee boat equipment. As the boats check in, check off opposite the boat in the column.
3. If the boat is not pre-printed on the sheet, fill in boat name and sail # in the appropriate column.
4. Don't worry about the handicap or the division; this is only needed for race results calculations.
5. Fill in the EXACT STARTING TIME FOR EACH CONSECUTIVE DIVISION. Time should be recorded in military time. As an example most weeknight races should be 19:05 or 19:15. If for any reason the sequence is broken or recalled note the adjusted starting times accordingly.

6. Fill in the finish time of each specific yacht in the appropriate column marked "Finish Time". Please use military time (e.g. 21:05 instead of 2 hours or 9:05 pm)
7. Write legibly!
8. Following the race take a picture or scan of the race results and email to the club scorer, John Baker. Finally put originals on the board in the shed located in Old Man's Boatyard when returning the committee boat equipment. Remember to keep a copy of the results for a backup.
9. Thanks!

## 10. Committee Boat Equipment Checklist

### 10.1 CLUB SUPPLIED:

A. Starting Flags (wooden poles and flags)

B. Crate Containing the Race Equipment

- 1. Other Race Flags on Clipboard with flag chart
- 2. Clipboard containing scratch sheets and yearbook
- 3. Plastic letter signs for designating course
- 4. Air Horn

### 10.2 OWNER SUPPLIED:

- A. Sufficient anchor line (300 feet minimum)! YES 300 MINIMUM!
- B. VHF radio
- C. Extra air horn
- D. Pens/pencils
- E. GPS or Wristwatch for keeping time. Remember to have a backup.
- F. Strong light to shine on sail numbers of finishing boats in dark
- G. Binoculars to help identify boats
- H. Snacks & Drinks for crew
- I. Camera (worthy photos can be published)