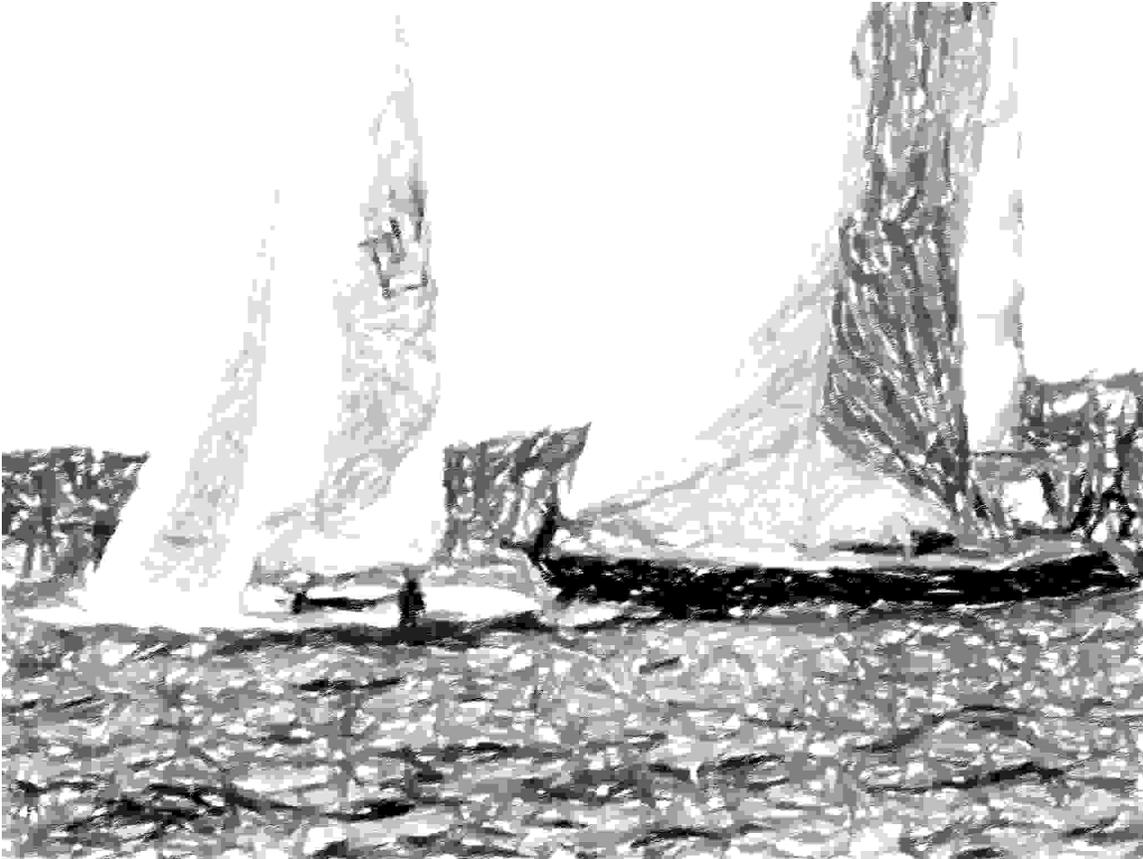
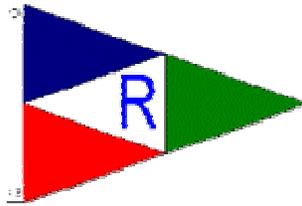


# **RYC Club Racing Survival Guide**



**2010 Season**

[www.rothesayyachtclub.com](http://www.rothesayyachtclub.com)

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## **1.0) Introduction**

Welcome to the 2010 Sailing Season at RYC. The Sailing Committee created this guide to introduce you to the club racing program at RYC. We hope you find it a useful reference guide throughout the year.

The goals of our racing program are:

1. To provide a safe, comfortable and enjoyable environment for friendly competitive sailing.
2. To introduce new members and crew to the sport of sailing.
3. To grow our sport and club through club racing.
4. Provide a fair and open system for handicapping, where boats can be competitive regardless of the type of boat or sailing experience of the skipper and crew.
5. To help members improve their sailing skills for both cruising and racing though helping each other and passing on experience.
6. To encourage vessel maintenance and improvements.
7. To introduce members of JR. and Adult Sailing programs to keel boat racing.
8. To see as many members as possible at our club events.
9. To have fun.

Keelboat racing is an excellent way to get to know your boat and improve the sailing skills for you and your crew. Please tell your fellow members and encourage them to come out and participate.

## **2.0) Programs for New Racers**

We hope to encourage skippers to offer room on their boats sometime in the season to people who are taking the adult sailing course. More details will be posted on the website as the season progresses.

In the meantime people who already race are encouraged to try and help others who haven't raced whenever or wherever possible. The sailing committee is available for help and advice when necessary. Please don't hesitate to ask for help.

## **3.0) Safety and Responsibility**

Sailing is a sport that does come with risks. Safety for your boat, yourself and crew should be your top priority when club racing. Please review and understand the following:

1. All boats should be equipped as per Transport Canada's Safe Boating Guide. A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.
2. A boat or competitor shall give all possible help to any person or vessel in danger.
3. A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play.
4. The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

## **4.0) Summary of Racing Rules**

RYC races will be held under ISAF rules ([www.sailing.org](http://www.sailing.org)) and local club rules (see Appendix A). All sailors should have complete copies of these rules and understand them. We have included the following US Sailing summary of rules only as primer.

### US SAILING

#### Summary of the Rules That Apply When Boats Meet

#### Simplified, Condensed, Unofficial

Below is a summary of the sailing rules that apply most often on the race course. This summary is intended as an aid to sailors and not as a substitute for the Racing Rules of Sailing, a copy of which all racing sailors should own. See reverse side for more information about the Racing Rules of Sailing.

#### **RIGHT-OF-WAY RULES**

**PORT-STARBOARD.** Port-tack boats must keep clear of starboard-tack boats. (Rule 10) Note: You are "keeping clear" of another boat when she doesn't have to avoid you.

**WINDWARD-LEEWARD.** When boats are overlapped on the same tack, the windward boat must keep clear. (Rule 11)

**ON SAME TACK, ASTERN-AHEAD.** When boats are on the same tack and not overlapped, the boat clear astern must keep clear. (Rule 12) Note: One boat is "clear astern" if she's entirely behind a line through the other boat's aft-most point, perpendicular to the other boat. The other boat is "clear ahead." Two boats are "overlapped" if neither is clear ahead of the other.

**TACKING TOO CLOSE.** Before you tack, make sure your tack will keep you clear of all other boats. (Rule 13)

## LIMITATIONS ON RIGHT OF WAY

If the other boat must keep clear, you have "right of way". Even if you have right of way, there are limitations on what you can do:

**AVOID CONTACT.** You must avoid contact with other boats, but a right-of-way boat will not be penalized under this rule unless the contact causes damage. (Rule 14)

**ACQUIRING RIGHT OF WAY.** When you do something to become the right-of-way boat, you must give the other boat a chance to get away from you. (Rule 15)

**CHANGING COURSE.** When you change course, you must give the other boat a chance to keep clear. (Rule 16)

**ON THE SAME TACK; PROPER COURSE.** *If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear. (Rule 17)*

## PASSING MARKS AND OBSTRUCTIONS

There is a set of special rules for boats that are about to pass a mark or obstruction. However, these special rules don't apply between boats on opposite tacks on a beat to windward. (Rule 18.1)

Except at a starting mark, you must give boats overlapped inside you room to pass a mark or obstruction, and boats clear astern must keep clear of you.

There's a two-length zone around marks and obstructions, and a boat's rights and obligations with respect to another boat are "frozen" when the first of them enters that zone. If you are clear astern of another boat when she enters the zone, you must keep clear of her until both boats are past the mark or obstruction, even if you later become overlapped inside her. (Rule 18.2)

**TACKING NEAR A MARK.** Don't tack within the two-length zone at a windward mark if you will cause a boat that is fetching the mark to sail

above close-hauled to avoid you, or if you will prevent her from passing the mark. (Rule 18.3)

**ROOM TO TACK AT AN OBSTRUCTION.** When boats are on the same tack on a beat and come to an obstruction, the leeward boat gets to decide which way they are going to pass it. If the leeward boat hails for room to tack, the other boat must give it to her; but the leeward boat must give the other boat time to respond before she tacks. (Rule 19)

### **OTHER RULES**

Before your Preparatory Signal, and after you finish, don't interfere with boats that are about to start or are racing. (Rule 22.1)

If you break a rule while racing, get away from other boats and do two 360-degree turns; if you hit a mark, do one turn. (Rules 31 and 44) Note: Sometimes the Sailing Instructions require you to fly a flag acknowledging that you broke a rule, instead of doing turns.  
(Rule 44)

If you start too soon, keep clear of others until you get behind the line again.  
(Rules 20 and 29) (RYC rule – boats will be notified over the radio that someone has gone over early. It is the skippers responsibility to check with the starter to find out if it was his/her boat.)

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## **5.0) Registration sheet and racing notices**

All racing notices, courses or course changes will be posted on the club bulletin board. There will also be a mandatory registration sheet that all skippers must sign before the race. You must provide your name, the name of your boat, starting fleet (first or second start) and sail number (or unique identifier) on the registration sheet. It is your responsibility as skipper to read all notices and to register.

## **6.0) First and Second Start Fleets**

We currently have two starting fleets at RYC. We start boats by total corrected (including RYC mods) PHRF handicaps. Boats that have a total corrected PHRF Handicap of 200 and below are second start, above 200 are first start. This was done to balance the fleet for close to equal boats for first and second start, create a clear rule that could be followed and to allow like boats to sail together. If a first start boat continues to place in one the 1<sup>st</sup> three places in races then that boat should move to the second start. If a skipper feels they don't have the skills or experience required to start in the second fleet they can make a request to the sailing committee to start in the first fleet.

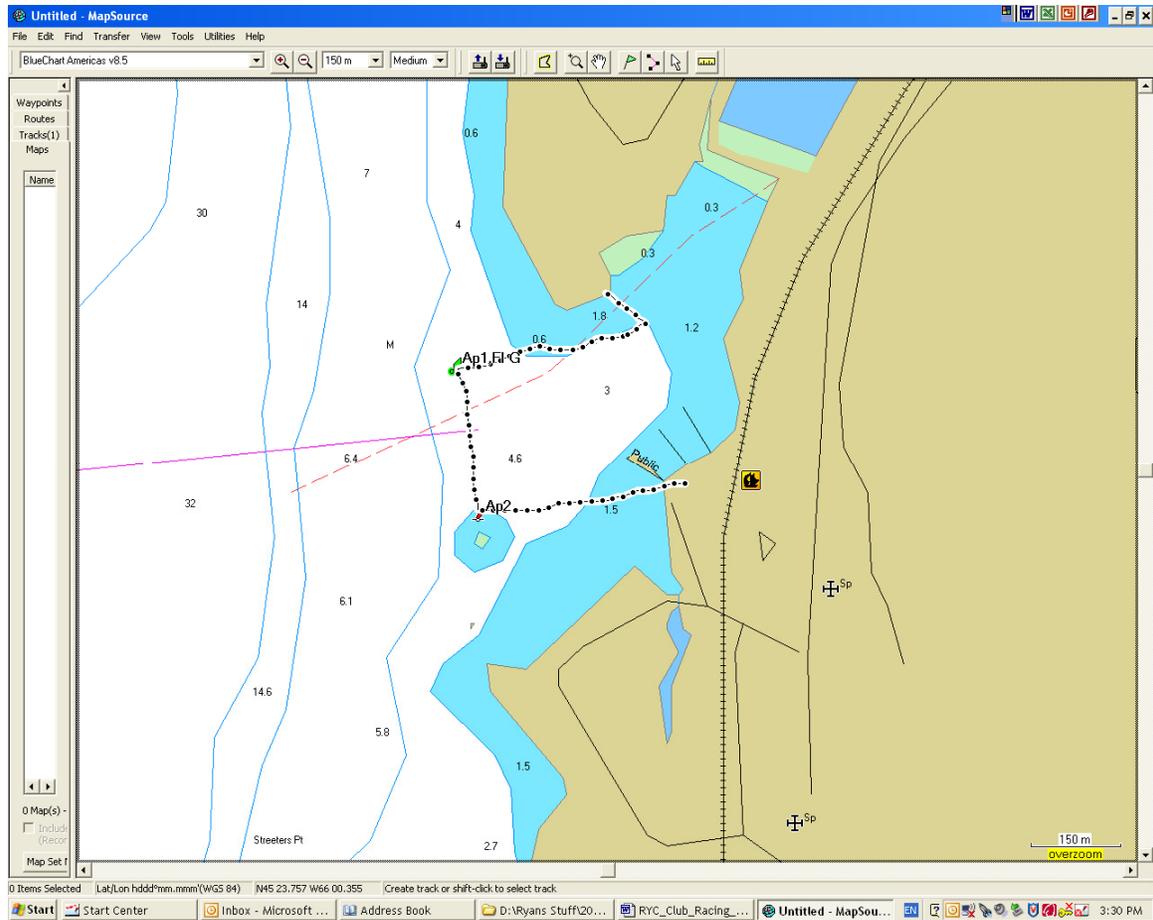
## **7.0) 2009 Starting Sequence**

The following will be the start sequence for 2010. For the first fleet there will be a 5 minute warning signal (horn at 6:20 pm followed by start signal (horn at 6:25 pm The start of the first fleet will be the 5 minute warning for the second fleet, there will also be a start signal (horn) for the start signal for the second fleet at 6:30pm. . We will also communicate via VHF on where we are on the starting sequence. Note that this simplified process is for RYC club races only and will not be used in open regattas as the sequence does not follow ISAF rules.

A similar starting sequence will be used for cup races though start times will vary.

## 8.0) Starting Area

The start/finish line is an imaginary line that extends from the flag pole by the clubhouse to the start buoy. Boats are encouraged to stay clear of the harbors “No Sail Zone” as illustrated below. This “No Sail Zone” was created to protect sailors and boats in the harbors. The zone extends from the Henderson Point to the red and green buoys and is illustrated below.



## 9.0) 2010 Course Map

Can be picked up at the clubhouse.

## **10.0) RYC Handicap System**

RYC uses a handicap system based on PHRF (Performance Handicap Racing Fleet). This is a system that rates the "Speed Potential" for each boat and provides a base handicap, so all types of racing and cruising boats can compete in mixed fleets. Like all systems it's far from perfect but provides a great foundation for club racing. The following website does a great job describing PHRF and answers many of the common questions.

[http://nsc.ca/nsc\\_racing/phrf/phrf\\_primer.htm](http://nsc.ca/nsc_racing/phrf/phrf_primer.htm)

If you check your Handicap on the website you will see a base handicap for your boat. This is the Speed Potential of your boat based on the type, size and "Standard Configuration". The lower the PHRF base number, the faster the speed potential for the boat. So you can tell who should be the "Rockets ships" in the fleet, just check for the lowest PHRF base. PHRF base handicaps are also adjusted on a local level, given actual performance of the boats in races in the region (ie a heavy air boat may do well in an offshore region but not in-land, etc). RYC base PHRF handicaps were set at the same base levels as RKYC to allow for inter-club racing. The next thing you will see, will be the RYC Mods. This is RYC's "Golf Handicap" system that tries to make it even for all members to win races regardless of their sailing experience or PHRF rating. The system takes away handicap points (- phrf) points to boats that are doing well under current phrf ratings and gives extra handicap points to new skippers and boats that are not doing well under the standard PHRF rating. Our goal is to make it fun for everyone and get as many boats out as possible. The RYC mods are covered in detail in the next section.

Next you will see a column for Spinnaker (If you don't have one you're not as fast and you get an 25 additional points), props (fixed props, etc are slower, so you gain extra points), jibs (larger jibs over standard 150% are faster so you lose phrf points).

The total Handicap is the all of these elements together.

White Sail Handicap is used if you do not declare or own a Spinnaker for Series or race.

Race Handicap is your Handicap with your spinnaker.

Applied is what was used for the race results (ie. your race or white sail handicap)

Unless you race frequently to assess needs, RYC Mods will not be applied .

***RYC handicaps will only be applied to Series races. All cup races will be held under PHRF handicap only..***

Hope this helps, if you have any questions about handicaps please do not hesitate to contact any member of the race committee.

The following websites are also good for background information:

<http://www.phrfne.org/>

<http://www.ussailing.org/phrf/>

<http://www.nsyans.ca>

### **RYC Mod Definition & Application**

RYC Mods, both negative and positive, are based upon boat performance and must be earned by participating in races. The RYC Mod will be applied to Series races.

### **RYC Negative Mod**

The goal of the Negative Mod is to slow down the consistently better performing boats which will enable all boats to be competitive.

The following table illustrates the RYC Negative Mod values.

<b>Race Position</b>	<b>First Time</b>	<b>Second Time</b>
	<b>Spring or Summer Series</b>	<b>Summer or Spring Series</b>
1st	10	5
2nd	5	2
3rd	2	1

## **Applying the RYC Negative Mod**

- (1) Upon conclusion of each Series, the race results will be reviewed by the Racing Committee. Negative Mods will be applied to the subsequent Series (Spring applied to Summer, Summer applied to Spring of the following season).
- (2) If a boat is carrying a Negative Mod and at the end of a series the boat has not placed in the top 3 positions in that series, then the mod will be adjusted by removing a portion of the negative mod. This rule applies only if the boat has participated in at least 50 % of the Series races or 50% of the Trophy races during the current series.
- (3) The maximum Negative Mod will be 25.

## **RYC Positive Mod**

The goal of the Positive Mod is to assist boats, which participate regularly and have a history of being slow with a Positive Mod to make them more competitive. At the discretion of the Race Committee, a Positive Mod will be formulated and applied where warranted.

Applying the RYC Positive Mod

The Positive Mod, for boats that participate on a regular basis, will be reviewed and assigned at the discretion of the committee.

## **Other Mods**

Other Mods will be applied for structural changes, props, sails, etc as soon as possible following notification to the Racing Committee. The Racing Committee will also make Other Mod changes based on knowledge obtained about boat alterations as per PHRF.

Please inform the Sailing Director of any changes to your boat so that appropriate changes can be made to your handicap.

## **Mod Appeals**

All skippers are welcome to appeal boat's Mods to the Racing Committee. Final decision is at the discretion of the Racing Committee.

## **11.0 ) 2010 Racing Events Calendar**

See RYC website

Visiting and Guest Racing Boats must register with a member of the race committee representative before the race.

## **12.0) Scoring for Spring and Summer Series and the Marcus**

### **Spring and Summer Series**

The spring and summer series consist of six races in each series. We have club trophies for both series. We use a low point system to determine the winner of the race series. You will receive points according to placement in each race (i.e. 1 point for first, 2 for second, 3 for third and so on). If you started but did not finish a race you will be given one point more than the last finishing yacht. If you did not enter a race you will be given the number of points that equal two more than the total number of starting yachts. If you are disqualified you will be given a score of the number of boats in the race plus three. At the end of a six races series, we throw out the worst two results for all skippers and add the points to together. If a race has to be cancelled and so the series ends up as five races only the one worst race may be thrown out. The boat with the lowest points wins the series. In the event of a tie we use ISAF rules to determine placement.

### **Marcus Trophy and PHRF Championship Trophy Scoring**

The Marcus Trophy is the RYC Club Championship. The trophy will be award on a low point system and is made up of the results from the following:

1. Spring Series
2. Commodores Cup
3. Single Handed Race
4. Long Distance Race
5. Summer Series
6. Great Beer Race
7. The Frostbite Series
8. Overnight Race

If you did not participate in an event, you will be award points based on the total number of yachts that entered the event plus two. For 2010 we are allowing one throw for the Marcus trophy but you cannot throw the results of the spring or fall series.

### **13.0) RYC Website**

You will find all kinds of helpful racing resources on the RYC Website at [www.rothesayyachtclub.com](http://www.rothesayyachtclub.com). Including the following:

1. Race Results
2. Racing Calendar
3. Pictures
4. Information on club trophies, etc

The racing committee would like to keep the site current and interesting. If you have any feedback or pictures, stories you would like posted please email them to us at [sailing@ryc.com](mailto:sailing@ryc.com)

### **14.0) Tips and best practices**

We put together a list of things that may help improve your race results this year and make things easier for the race committee. Here is a list of tips of things you may want to consider.

1. Set the watch you are using to the same time as the starters clock in the clubhouse. It will make it easier to know when the 5 minute warning and start signals are coming.
2. Make sure you register. If you don't the race committee has no way of knowing you are in the race and may not record your time.
3. **Record your own elapsed time and keep it at the end of the race.**  
The guys taking the times are doing the best they can but sometimes errors can and will happen. If you have your own elapsed time the race committee can use this to help verify your result. Last year in one race no boat names were recorded, only times. If certain boats had not kept times then that race would have to have been scratched.
4. Tune into Channel 72 on VHF. The race committee communicates updates on this channel. As well there is always lots of "Un-official race updates and chatter on 72 that provides a few good laughs.

5. Be good ambassadors of our sport. Recruit fellow members, JR, Sailors and non-members and introduce them to racing. This way our sport and club will grow. Always pass on knowledge and advice if asked. Everyone racing is expected to show good sportsmanship during all events and respect the rules and other sailors.
6. When boats meet, during mark rounding and passing situations communicate clearly with other yachts. Let them know your intentions and rights. Safety and protecting your boat and crew are more important than any race. If you feel another vessel was not following the rules you can always protest if required.
7. Try and avoid protests if at all possible as it will cut into happy hour at the club. It is critical that you know and understand the rules. If you know you have made an error and broken a rule, good sportsmanship would mean you accept error and acknowledge the mistake. For most rule infractions you can take plenty turns on the water and just continue racing, this avoids the protest room for all of us. Know the rules and what to do if you have broken a rule. Communicate clearly with yachts that may be un-sure of the rules and help them to understand. (I.E "John there is no Buoy room on the start. You don't any rights.) or (I.E "Bill I am with in two boat length of the windward mark and have established a inside overlap with you. You must give me Buoy room and I need to head down"
8. When you cross the finish line **call in via VHF** to let the committee know it is your boat they are seeing. This will help them avoid errors. (ie Race Committee , Kanasta Eden over. We have just crossed the finish line)
9. During the start, stay clear of boats that are not in your starting fleet and pay attention to calls for boats over the line.

## **10. HAVE FUN!**

## **Appendix A: Rothesay Yacht Club 2010 Racing Rules**

### ADULT SAILING SERIES AND TROPHY RACE RULES / INSTRUCTIONS

#### I. GENERAL

- A. Races shall be sailed under current ISAF Rules and CYA prescriptions as modified herein or by Official Notice.
- B. Official Notices will be posted on the main notice board in the clubhouse, when possible or by announcement on VHF Channel 72 or such other Channel as shall be designated by Official Notice (the "Designated VHF Channel") if circumstances do not permit timely pre-race posting. It is the responsibility of each skipper to check the NOTICE BOARD prior to each race and to monitor the designated VHF Channel prior to, and during, each race.
- C. For the purposes of the Racing Rules, the Sailing Committee of RYC shall be the Race Committee unless a Race Committee shall have been appointed for the relevant race or series by the Sailing Committee. The Race Committee members shall be entitled to compete in any race.

#### II. LIFE JACKETS

Life jackets must be worn when code flag Y (red-yellow diagonal) is displayed, or as prescribed in relevant class rules. It is the ultimate responsibility of each skipper to determine whether life jackets should be worn at other times or if his or her yacht should abandon the race due to weather.

#### III. COURSES

- A. Courses will normally be set and posted using published RYC Race Buoys as marks and/or using other marks, the location of which will be posted on the NOTICE BOARD.
- B. Unless otherwise posted on the Notice Board, the START / FINISH LINE shall be the straight line extending from the Start/Finish Race Buoy toward the club flagstaff near the club house.
- C. **After completing the first leg, no boat shall sail on the eastern side of the imaginary straight line running across the RYC**

**Harbour entrance between the red and green harbour entrance navigation buoys..**

- D. The course will be displayed on the Notice Board prior to each race. The course may be shortened during the race by the Race Committee if reasonably required due to weather conditions, and any such change shall be announced to the fleet on the Designated VHF Channel

IV. STARTING

A. Signals:

For club races the horn signal will be the official signal. For multi-class starts the higher handicapped class(es) will start before the lower handicapped class(es), subject however to the rule herein respecting Recall. Approximate start times will be posted on the Notice Board. The start for one class will be the Warning signal for the next class.

- B. Prior to their own Start signal, boats of a later starting class shall keep clear of, and not interfere with, any boat of an earlier starting class for which the Warning signal shall have been given. They must remain beyond imaginary line drawn between start buoy and large green buoy off Henderson's.

C. RECALLS

- 1. Individual "over early" yachts may be recalled by the sounding of one horn. It is the responsibility of each yacht to make a proper start.
- 2. A general start recall will be signaled by two horns. The Preparatory signal will sound 5 min. before the restart. For multi-class starts, after a general recall, the recalled class will restart after all other classes have started.

D. POSTPONEMENT

A postponement will be announced on the Designated VHF Channel and signaled by a three horn signal. After a postponement, the start signal sequence as described above shall be commenced beginning with the Warning signal.

E. ABANDONMENT

An abandonment shall be announced to the fleet on the

Designated VHF Channel and four horn signals will be sounded at 10 sec. intervals.

V. PROTESTS

Any yacht protesting shall do so in accordance with Rule 68, and must inform the Race Committee verbally as soon as practical after finishing or retiring from the race. A protest committee of three non-involved skippers and/or members of the Race Committee will be established to hear the protest. Protests must be filed on prescribed forms within 30 minutes of finishing, unless the Race Committee extends the time limit.

VI. REDUCED PENALTIES

For Thursday night races a reduced set of penalties shall be applied for infringement of rules in Part IV of the ISAF Rules, where there has been no contact between yachts, such that a yacht, which after being advised of a protest being lodged, or being intended, against it and prior to the commencement of the protest hearing acknowledges the validity of the protest to the Race Committee, will be assessed the greater of a 20% time penalty or a 3 place penalty.

VII. ENTRY

- A. Every race entrant skipper or his or her designate must register his or her boat by its name and by its Sail Number (or other unique visual identifier if a Sail Number will not be flown) on the "entry list" posted on the Notice Board before each race or so inform the Race Committee and/or the Official Starter if the "entry list" has been removed prior to the race.
- B. Except for "open" races, no boat shall start a race without at least one RYC Member aboard.

VIII. SCORING

The low point system will be used.

First place scoring: 1 point

Second and subsequent places scoring: previous place score.

DNF will be scored as the number of yachts starting the race + 1.

DNS will be scored as the number of boats starting the race + 2 point.

Ties will be broken in accordance with ISAF Rules Appendix 5.4.

IX. RACE HANDICAPS

- A. Handicaps (including RYC Mods) will be established by the Race Committee prior to each race series, and for new participant boats, as required, all in accordance with Handicap and Mod policies adopted by the RYC Sailing Committee from time to time, for the purpose of permitting each boat to be competitive with the fleet. Handicaps shall be reviewed prior to each subsequent series. The PHRF system will be used as a basis for establishing Handicaps.
  - B. The RYC Sailing Committee shall determine, in its discretion, the starting class to which each participant boat shall belong.
- X. CHANGES

Changes to these Sailing Race Rules / Instructions will be posted on the Notice Board by the Race Committee or its authorized designate. If deemed necessary by the Race Committee, a skipper's meeting may be called.