

2021 BCYC Main & Jib Sailing Instructions

Rules

The races will be governed by The *Racing Rules of Sailing for 2021-2024 (RRS)* published by *World Sailing*, the prescriptions of the US Sailing, The Notice of Race, and by these Sailing Instructions.

Entry

Registration, PHRF Applications, and waivers shall be completed on YachtScoring.com. All yachts must be insured with a minimum limit of \$300,000 for liability with no exclusions for sailboat racing.

Notice to Competitors

Notices will be posted on Yachtscoring.com, the Bay City Yacht Club Website, and/or the BCYC Sailing Facebook page.

Changes in Sailing Instructions

Any changes in the *Sailing Instructions* will be posted no later than 24 hours prior to racing on one or more of the following media: direct email, yachtscoring.com, or the "BCYC Sailing" Facebook page.

Sails and Equipment

All yachts shall have all Government required equipment. In addition, the classes and general equipment requirements are listed below. Yachts are recommended to have a lighted, throwable buoy, and deck personnel are recommended to carry a personal light if sailing and racing after dusk.

Wearing PFD's is also highly recommended!

Class

PHRF

Equipment

A VHF marine radio with channels 9, 16, and 72.

The BCYC Main & Jib series imposes the following limitations on sails and equipment:

1. Spinnakers are not allowed.
2. No sail may be larger than the largest sail of its type declared on the yachts current PHRF certificate.
3. All monohull boats may only fly two sails consisting of a main sail and headsail. The headsail must attach to the yacht's permanent forestay by means of hanks or a luff tape and groove system (i.e. roller furling, head foil, etc.).*
4. All monohull boats may only fly one sail forward of the mast at any time, except while actively engaged in the process of changing sails forward of the mast.**
5. Whisker or spinnaker poles may be used for poling out a headsail and must be attached to a boat's mast.

*/** Multihull boats are exempt from this rule.

Signals

International code flags and audible sounds shall be as prescribed by the RRS with the exception of Fleet flags which will be colored BCYC Main & Jib flags assigned as follows:

Fleet One / Red

Fleet Two / Yellow

Fleet Three / Green

Fleet Four / Blue

All yachts shall monitor Ch. 72 prior to the start of all races for hails from the on-water RC regarding the race and weather-related issues. The RC will conduct the start on Ch. 72 once the anchor is set

and the fleet is notified. During the race, all yachts shall monitor Ch. 72 to receive hails from the RC or to hail the RC.

Racing Area

The racing Area shall be in Saginaw Bay using BCYC race buoys.

Order of Start

Start	PHRF Rating Range*	Spring/Summer/Fall Wednesday Start Time
Start 1 - Fleet one (Red)	All Multihulls	19:05
Start 2 - Fleet two (Yellow)	130 & up*	19:10
Start 3 - Fleet three (Green)	92 - 129*	19:15
Start 4 - Fleet four (Blue)	91 & Below	19:20

*Or as assigned by the ratings committee. Refer to scratch sheet.

The Start

Races will be started in accordance with the sequence below.

Unless otherwise indicated by the Race Committee, the starting mark will be a temporary inflatable buoy. The starting line will be between a staff displaying an orange flag on the Race Committee boat and the starting mark.

The starting area is defined as the rectangle on the pre-start side of the starting line extending 150 feet back from the starting line and extending 150 feet on both ends of the starting line. After the first preparatory signal, all yachts must stay out of the starting area except those yachts whose preparatory signal has been signaled.

A barging mark may be used to protect the Race Committee boat. When used, a barging mark is considered an extension of the RC boat and, as such, is not an obstruction – it is a mark of the course surrounded by navigable water. A yacht may not pass between the RC boat and the barging mark nor hit the barging mark. The same penalty applies as for hitting any mark while racing.

Starting Sequence

The STARTING SEQUENCE IS NOT ALWAYS GPS TIME! If RC cannot start the race exactly at the prescribed times, pay close attention to VHF instructions, *and more importantly to the flags.* They will guide you as to where the RC is in the starting sequence.

- Once RC has started the first sequence, they are not obligated to respond to VHF hails during the starting sequences. This is a busy time for them, especially if they are shorthanded. Pay attention to the VHF instructions given BEFORE the start sequence and reference the white board on the RC boat for the course being sailed. **Contact one of your fellow competitors for these details rather than disturbing the RC.**
- Race committee may choose to combine starts as needed to accommodate the number of boats which are racing. In the late season, the usual starting sequence will most likely be used, but as the number of boats dwindles, the number of starts may as well.

Spring, Summer, & Fall times relative to 19:00

Time (Minutes)	Starting Fleet Number & Color	Meaning of Signal	Flag	Flag Action	Horn Sound
-1:00		Prepare for the sequence to begin	N/A	N/A	Series of blasts
(19:00) 0:00	One (Red)	5 Minute Warning	Red	Up	1 Sound
1:00	One	Preparatory	"P"	Up	1 Sound
4:00	One	One Minute to Start	"P"	Down	1 Long Sound
5:00	One	Start	Red	Down	1 Sound
	Two (Yellow)	5 Minute Warning	Yellow	Up	
6:00	Two	Preparatory	"P"	Up	1 Sound
9:00	Two	One Minute to Start	"P"	Down	1 Long Sound
10:00	Two	Start	Yellow	Down	1 Sound
	Three (Green)	5 Minute Warning	Green	Up	
11:00	Three	Preparatory	"P"	Up	1 Sound
14:00	Three	One Minute to Start	"P"	Down	1 Long Sound
15:00	Three	Start	Green	Down	1 Sound
	Four (Blue)	5 Minute Warning	Blue	Up	
16:00	Four	Preparatory	"P"	Up	1 Sound
19:00	Four	One Minute to Start	"P"	Down	1 Long Sound
20:00	Four	Start	Blue	Down	1 Sound

- When a fleet starts, their class flag comes down and simultaneously the class flag for the fleet that starts next should go up signifying the 5-minute warning for the next start!

PLEASE NOTE: It is left to the discretion of the designated yacht, its skipper and crew whether to set anchor for RC duties in rough seas and/or foul weather. If the decision is made to abandon a race, the RC boat should immediately begin hailing the fleet on Ch. 72 announcing the abandonment and continue to do so every 10-15 minutes until at least 18:30. The RC boat must also contact the Rear Commodore or one of the other individuals below by radio or phone to notify them of the abandonment.

For 2021 these individuals are
 Greg Velez - Rear Commodore, 262-221-6686; Grant Hilger – Event Admin 989-615-1654.

An RC sign-up sheet will be available at BCYC winter functions and the skipper’s meeting. **BCYC club members can qualify for work hours when serving as RC for any club race event.** Any unfilled slots will be assigned by the Fleet Captain by a lottery drawn at the Skipper’s meeting. Once the RC sign-up sheet is completed, it will be posted on the BCYC webpage. The Fleet Captain may use his own discretion to exclude a yacht from the lottery.

Failure to serve as or provide RC when assigned will result in disqualification from that series, barring emergencies and very reasonable excuses. In such an event, the Rear Commodore must be notified as early as possible.

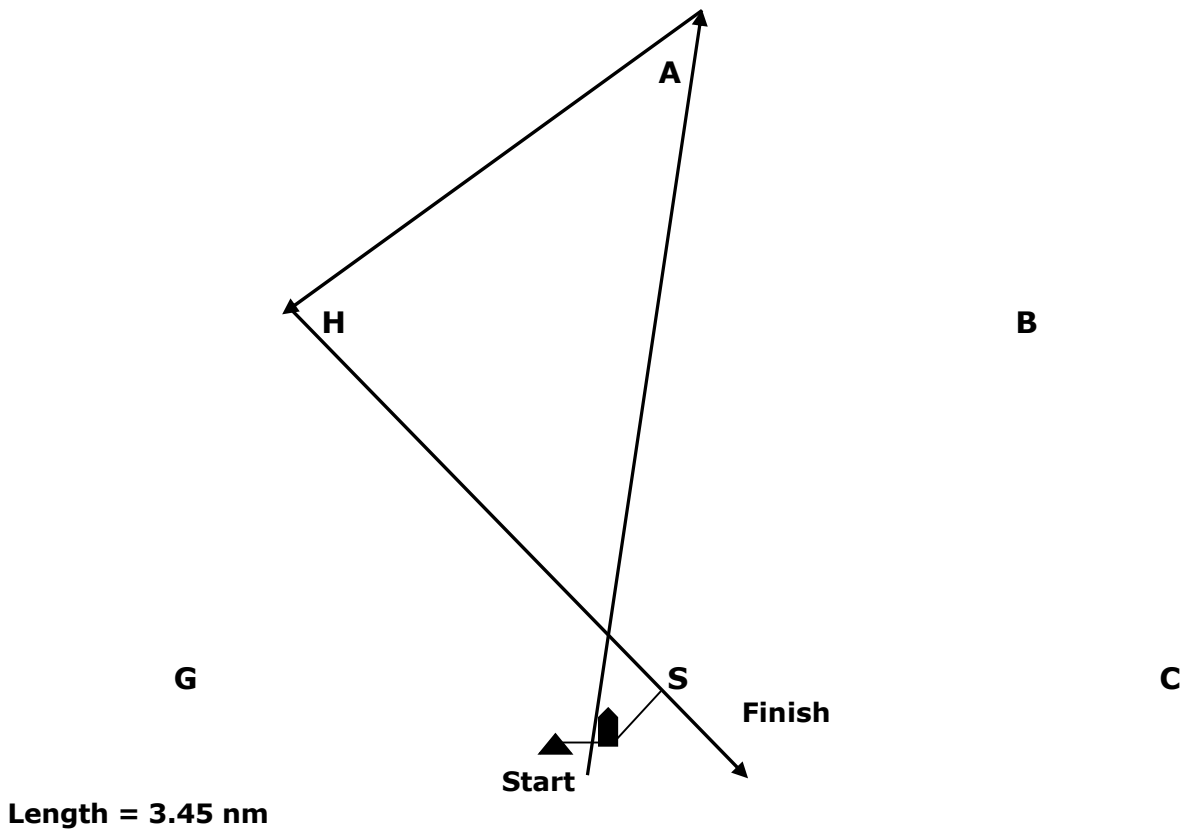
Courses

The course to be used will be posted on the white board on the committee boat. The course will be posted with the first mark to be rounded listed first. Unless otherwise noted by the race committee, all marks shall be left to port. All yachts are to monitor VHF Channel 72 during the starting sequence for additional sailing instructions.

Wind Direction (True)	Start Mark	M&J Course Short 3.45nm	M&J Course Long 4.26nm
338 - 023	S	AHS	AGS
023 - 068	S	BAS	BHS
068 - 113	S	CBS	CAS
113 - 158	S	DCS	DBS
158 - 203	S	EDS	ECS
203 - 248	S	FES	FDS
248 - 293	S	GFS	GES
293 - 338	S	HGS	HFS

Standard Course Option

EXAMPLE: WEATHER MARK 'A' STANDARD COURSE DIAGRAM



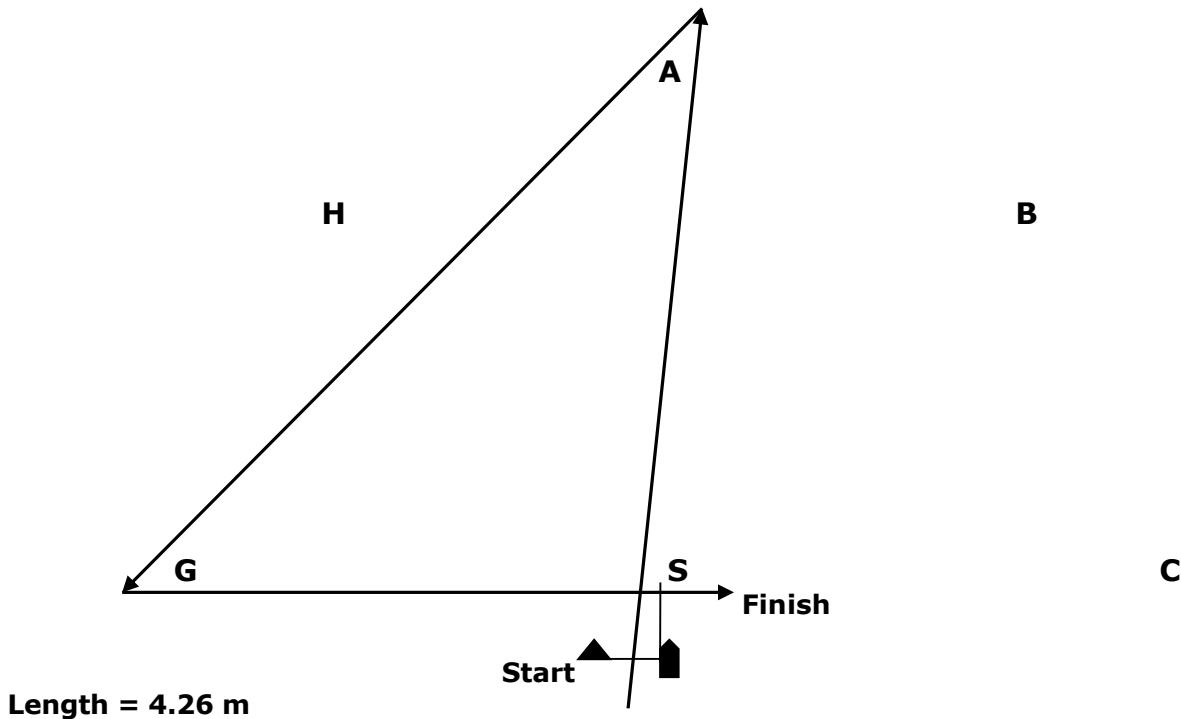
Long Course Option

At the discretion of the R/C, on days when the wind is consistently 10-12+ knots, R/C may run the long course option. Refer to the chart above for the marks used based on wind direction.

EXAMPLE: WEATHER MARK 'A' LONG COURSE DIAGRAM

LONG COURSE OPTION IS DECIDED BY R/C

WIND SPEED SHOULD BE CONSISTENTLY 10-12 KNOTS OR HIGHER
IN ORDER TO MAKE THE DECISION TO RUN THE LONG COURSE



Recalls

Individual recalls will be signaled in accordance with RRS 29.1 but altered such that the "X" flag will not be raised. Instead, the Race Committee will announce premature starters on Ch. 72. However, the onus to start properly and listen for On Course Side (OCS) announcements remains with each individual yacht.

General Recalls

General Recalls will be made in accordance with RRS 29.2 except altered such that the first substitute flag will stay up until any remaining fleets have started. The recalled fleet will re-start after all other fleets have started. Subsequent recalled fleets will restart in the order they were recalled.

The Finish

The finish line is between a staff displaying an orange flag on the Race Committee boat and the last mark posted. Upon finishing, each yacht must record her finish time. **IMPORTANT - Each finisher MUST also record the name of the boats finishing immediately ahead and behind.**

Time Limit

There is no time limit for BCYC races. However, once a boat from each fleet has finished, the race committee is only required to remain on station until the earlier of the following:

- 1) All boats have finished.
- 2) An additional 20 minutes have passed.

If no RC is on station at the finish mark each yacht is required to record their GPS finish time. Yachts must finish within 100 feet of the finish mark when the bow crosses a plane perpendicular to the last rhumb line.

Withdrawal

A yacht which retires from a race is asked to notify the Race Committee either before leaving the racecourse area or, if that is impossible, immediately after arriving on shore.

Scoring

The low-point scoring system prescribed in *Appendix A* of the *The Racing Rules of Sailing for 2021-2024* will apply. The score given for a first place will be 1 point. The points for all other positions will correspond to the order of finish. Yachts that start but do not finish (DNF) will receive a score of number of finishers +1. Yachts that are DSQ, OCS, DNS and DNC will receive a score of the number of boats registered for your fleet +1. For yachts scored DSQ in any race, for the purposes of scoring, rule 90.3 will be followed.

Yachts who choose to accept an After-Incident Scoring Penalty will be scored SCP (took a scoring penalty) as outlined in Appendix Z and RRS 44.3(c).

After applying RRS A8.1, the following will be used to break ties. If a tie remains between two boats, it shall be broken in favor of the boat that scored better than the other boat in more races. If more than two boats are tied, they shall be ranked in order of the number of times each boat scored better than another of the tied boats. Excluded scores shall be used.

Outside Assistance

The use of drones to gain advantage on the racecourse is prohibited under rule 41.

Protests

The BCYC Pre-Protest Arbitration process will be used for all protests. **See Appendix Z for specific details of the BCYC Pre Protest Arbitration Process.**

A protesting boat shall inform the Race Committee at their earliest opportunity, but not later than 30 minutes after finishing the race, of their intent to lodge a protest. If the race committee is not responsive or available, the protest may be lodged with a BCYC Race Authority listed below *BEFORE* 22:00 on the day which the protest incident occurred. Failure to notify BCYC Race Authorities of a protest before 22:00 on the day of the protest incident will result in the protest being invalid.

If you are unable to reach the race committee or a BCYC Race Authority on the water and cannot make it to the BCYC Clubhouse by 22:00, you may also leave a voice mail on one of the following person's mobile numbers, **but it still MUST be done before 22:00 for the protest to be valid.**

For 2021 these individuals are;

Greg Velez - Vice Commodore, 262-221-6686; Grant Hilger – Event Admin 989-615-1654.

If you have made notification by leaving a voice mail within the required time limit but are unable to make it to the BCYC Clubhouse on the date of the incident to turn in your protest *on the correct form*, the onus is on YOU to make sure it gets into the hands of one of the BCYC Race Authorities no later than 19:00 the day after the incident. **Failure to do so will result in the protest being**

invalid. It is up to you to contact one of the individuals listed above and plan to provide them with the appropriate protest information by this time limit. Emailing the info is an acceptable means of delivery if agreed to by the individual you've contacted.

If the protestee has not acknowledged their involvement in the protest before 22:00 on the date of the incident by contacting the Race Committee or a BCYC Race Authority, a Race Authority will attempt to contact them as outlined in Appendix Z herein. The BCYC Pre-Protest Arbitration, or a formal protest hearing if necessary, will be held no later than one week from the event in which the protest is lodged unless otherwise agreed to by all parties. Note that a Pre-Protest Arbitration may not always occur on the day of the incident.

Penalty Turns

For Wednesday night M&J races only, Rule 44.1 – Taking a Penalty, is altered to read “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.”

REDRESS

It has been the longstanding philosophy of this race organization to keep it fun, simple, safe, enjoyable, to finish all boats that complete the race, and to not abandon races if at all possible. This means that, when necessary, organizing authorities may make decisions including but not limited to finishing boats based on elapsed time if they started in the wrong fleet, piecing together results after discussing finishing positions with other racers and/or the race committee, etc. Decisions of this nature made by the organizing authorities are NOT eligible for redress requests. Situations like these arise from time to time due to race committee errors in setting the lines, starting the races, not correctly collecting finish times, difficulty hearing VHF commands, improper use of the race flags, rough weather, etc.

Therefore, Rule 62.1(a) is modified to read "an improper action or omission of the race committee **(with the exception of actions taken by the organizing authority necessary to correct mistakes made by the volunteer race committee)**, protest committee, organizing authority **(with the exception of actions taken by the organizing authority necessary to correct mistakes made by the volunteer race committee)**, equipment inspection committee or measurement committee for the event, but not by a protest committee decision when a boat was party to the hearing;"

Requests for redress MUST be filed under the same time frames and guidelines as those outlined in the PROTESTS and ATTACHMENT Z sections herein.

Awards

The RC has scheduled 18 Wednesday night races in 3 series of 6 races each. Assuming all 18 races are run as scheduled, the requirements to qualify for awards are detailed in the Notice of Race. If, **for any reason**, the RC abandons a race or races throughout the season, the following table details award qualification requirements:

<u>Spring, Summer, & Fall Series</u>	<u>Races Run</u>	<u>Races needed to qualify</u>
	6 – 5	4
	4 – 3	3
<u>Overall Series</u>	<u>Races Run</u>	<u>Races needed to qualify</u>
	18 – 16	9
	15 – 14	7
	13 – 12	6
	11 - 9	5

APPROXIMATE Bearings (TRUE) Between Marks & Mark Locations

FROM→	A	B	C	D	E	F	G	H	S	G1	R12	←FROM	
T	A	—	293	315	338	0	0	45	68	0	229	268	A
O	B	113	—	338	0	23	45	68	90	45	221	254	B
↓	C	135	158	—	23	45	68	90	113	90	214	221	C
	D	158	180	203	—	68	90	113	135	135	213	214	D
	E	180	203	225	248	—	113	135	158	180	216	223	E
	F	203	225	248	270	293	—	158	180	225	222	236	F
	G	225	248	270	293	315	338	—	203	270	228	250	G
	H	248	270	293	315	338	0	23	—	315	231	262	H
	S	180	225	270	315	0	45	90	135	—	222	241	S
	G1	49	41	34	33	36	42	48	51	42	—	32	G1
	R12	88	74	41	34	43	56	70	82	61	212	—	R12

MARK	LATITUDE N	LONGITUDE W
A	43°43.845'	83°50.275'
B	43°43.482'	83°49.060'
C	43°42.600'	83°48.552'
D	43°41.718'	83°49.060'
E	43°41.355'	83°50.275'
F	43°41.718'	83°51.490'
G	43°42.600'	83°51.997'
H	43°43.482'	83°51.490'
S	43°42.600'	83°50.275'
G1	43°48.330'	83°43.150'
R12	43°43.940'	83°46.990'