



Racing at Muncie Sailing Club



July 16, 2005

The competitive racing program consists of a club series held on Sundays, Regattas held on designated dates throughout the sailing season, and special fun races of various sorts. All members and their families and guests are encouraged to participate. Except for specifically arranged races or regattas, only members are eligible to win trophies and awards.

Participating boats are generally broken into two major Divisions: Cruisers which use the PHRF (Performance Handicap Racing Fleet) handicapping system, and Daysailors which use the Portsmouth Yardstick handicapping system. Within the Daysailor Division, there is one Fleet, the Gold Fleet. Within the Cruiser Division, there are two Fleets, the Green Fleet which includes Cruisers with PHRF Handicaps of 248 and below, and the Orange Fleet which includes Cruisers with PHRF Handicaps above 248.

There must be a minimum of three boats entered in a particular race in order for the race to be counted as an official race. In the case of the Cruisers, the Green and Orange Fleets will be combined for a particular fun race or regatta, if there are at least three boats in total, but less than three in either Fleet.

The Sailing Committee will decide if there will be one or two Fleets for the Cruisers for the Club Series. This decision can be made by the Racing Committee any time before the 4th Club Series day of races, and is based on participation. After the decision has been made, the format in place at that time will be used for the rest of the season for the Club Series.

Trophies are awarded for all Fleets at Regattas, and for the Club Series. However, if the Cruiser Green and Orange Fleets have been combined, then only one set of trophies will be awarded for the Cruisers, and one set of trophies will be awarded for the Daysailors.

At the end of the season an Overall Club Champion is determined based on the results of the Club Series. The Overall Club Champion is the fleet winner with the most boats defeated in the Club Series races. The name of the Overall Club Champion will be engraved on the Clark Sloan Trophy.

Sailing Committee:

The Chairman of the Sailing Committee is appointed by the Muncie Sailing Club Board. The Chairman is a member of the Board. The Sailing Committee is appointed by the Chairman of the Sailing Committee.

Competitors' Meetings:

Competition normally occurs on Sunday afternoons, but can be on any day or evening as determined by the Sailing Committee. Every member is eligible to compete in every race, regardless of the type of boat sailed. Guests may compete with the permission of the Sailing Committee, and are only eligible for trophies by a special ruling of Sailing Committee. There is no cost to the competitors for racing in regularly scheduled club regattas, fun races or the series championship.

Competitors' meetings will take place at 2:00 p.m. on each race day. Meeting times for night races and special events will be set by the Sailing Committee. Competitors **must** register at the Competitors' meeting in order to be scored in the races for the day. The official scorekeeper will use the boats on this register as the official number of boats in the races for the day. This becomes very important in determining scores for boats that do not start or finish races held on that day.

Also, for Regattas and Fun Races, the number of boats on this register at the time of the Competitors' meeting will be used to determine if there are enough boats in each Fleet to conduct official races for each Fleet. There must be three boats registered in a Fleet in order for the races to count for that Fleet. The decision to combine or not to combine the Green and Orange Fleets will be made based on the boats registered at the Competitors' meeting.

The course to be used for the day will be announced at the Competitors' meeting. In addition, any special rules or variations for the day will be discussed at this meeting.

The starting sequence for the first fleet will commence approximately 30 minutes after the Competitors' meeting. The starting sequence for the second and third races of the day will commence shortly after the finish of the last boat in the previous race. The race officials on the Committee Boat will determine the exact time to begin the starting sequence for each race.

Sails Permitted:

Only main, jib and up to 155% genoa sails are permitted. Spinnakers, Drifters, etc. are not permitted. The use of larger sails will result in the race in which the sail was used being scored as Disqualified (DSQ). The only exception to this rule is in Fun Races where the Sailing Committee has specifically permitted the use of larger sails.

Rules Authority:

The U. S. Sailing Association's prescription of the Racing Rules of Sailing of the International Sailing Federation shall govern racing procedures and decisions. However, MSC has adopted a few variations to these rules. The variations are explained in this document.

The Race Course:

The course is usually a triangular course, but the course layout is totally up to the discretion of the Sailing Committee. The exact course will be indicated at the Competitors' meeting.

Starting Line: The starting line will be between a mast flying a flag on the Committee Boat and a mark (pin).

Finishing Line: The finishing line will be between a mast flying a flag on the Committee Boat and a mark (pin). Often the finish line is the same as the starting line.

Some Fundamental Rules:

- **Avoid Collisions!**
- **A boat or competitor shall give all possible help to any person or vessel in danger!**
- **A boat and her owner will compete with recognized principles of sportsmanship and fair play!**
- **The responsibility of a boat's decision to participate in a race or to continue racing is hers alone!**

“FROM THE U.S. SAILING ASSOCIATION LITERATURE”

Summary of the Rules That Apply When Boats Meet

Simplified, Condensed, Unofficial -FROM US SAILING

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.

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 you are overlapped to leeward of a boat on the same tack, and if just before the overlap began you were clear astern of her, you cannot sail above your proper course (i.e., the course that will take you to the next mark the fastest) while you remain overlapped. (Rule 17.1)

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)

You must give boats overlapped inside you room to pass a mark or obstruction, and boats clear astern must keep clear of you. *Note: At MSC "barging" at the starting line is allowed. This means that all boats must be given room to "squeeze in" at the starting line even if this means altering course.*

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)

Clear Astern and Clear Ahead; Overlap

One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern* or when a boat between them *overlaps* both.

If boats were overlapped before either of them reached the two-length zone and the overlap is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat room. If the outside boat becomes clear astern or overlapped inside the other boat, she is not entitled to room and shall keep clear.

If a boat is *clear ahead* at the time she reaches the two-length zone, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to room.

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 one 360-degree turn (*this is an MSC variation from the U.S. Sailing Association Rule of two 360-degree turns for a rule violation*); if you hit a mark, do one 360-degree turn. This 360-turn must be done before you round the next mark (*this is an MSC variation from the U.S. Sailing Association Rules 20 and 44 which require the 360-turn to be done immediately after the infraction*). You are racing from the time the Preparatory flag (“P” Flag) is raised for your fleet, and until you clear the finish line.

If you start too soon, keep clear of others until you get behind the line again. (Rules 20 and 29)

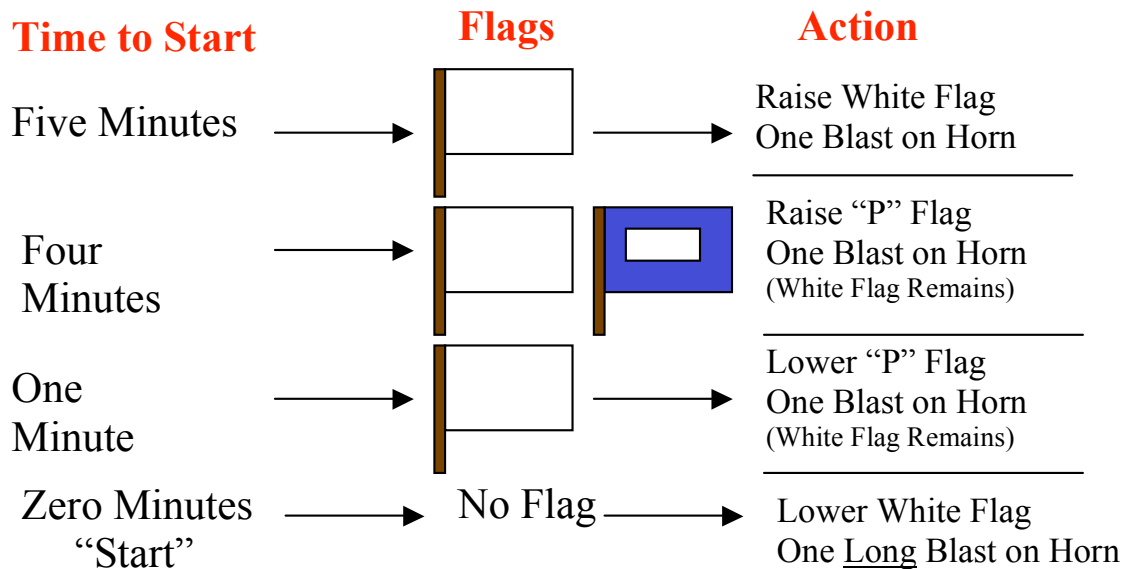
Starting:

If enough boats are participating on a particular race day, there will be two start sequences for each race. The Gold Daysailor Fleet will start first. The Green and Orange Cruiser Fleets will start after the Gold Fleet. Unless otherwise stated at the Competitor's Meeting, the Cruiser Fleets will be started together even if they are competing as separate Fleets.

When there are two or more start sequences for a race, the lowering of the White flag to signify the start of the initial (usually Daysailor Fleet) also signifies the beginning of the Five Minute Start Sequence for the subsequent (Cruiser Fleet(s)). The Committee Boat will raise the White flag again as soon as the current fleet has started, but the five-minute timer has already started.

Five-Minute Starting Sequence:

Sound several "Blasts" 30 to 60 seconds prior to beginning the start sequence.



Boats over early will be recalled by a single short horn blast followed by a call to the boat. A general recall and restart will be denoted by a single long horn blast and display of the red flag.

The Committee Boat will sound the horn and record the finish time for each boat as it crosses the finish line. A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*.

Typically the signal to assemble for the next race will be sounded very shortly after the finish of the last boat.

Time Limit: In order for the race to be official, at least one boat must finish the race within one hour of the start of the race. If one boat finishes within the one-hour limit, then each of the other boats in the race must finish within the next half hour. Any boat not finishing within the time limit will be scored a DNF (Did Not Finish) for the race.

Protests:

Protests must be made to the Sailing Committee no later than 20 minutes after the Committee boat docks following the last race of the day. A protest committee appointed by the Sailing Committee will hear the involved crews and witnesses within one hour, and its decision will be final.

The Protest Committee can assign time penalties, give time relief, disqualify boats, or improve the finish of a boat, etc..

SCORING:

STARTING TIMES AND FINISHING PLACES:

The starting signal (drop of the white flag) for a boat's Fleet will be the boat's starting time. Since MSC uses handicap systems, a boat's official finish time will be her elapsed time, corrected to the nearest second by using the formula for her Fleet's handicap system. The PHRF system is used for Cruisers and the Portsmouth Yardstick system is used for Daysailors. A boat's finishing place is determined by this corrected time.

PHRF HANDICAP SYSTEM: The corrected time, or official finish time, for the boats in the Cruiser Division is determined by using the PHRF Handicap System. Each boat is given a PHRF rating at the beginning of the sailing season. The PHRF rating is obtained from a book of PHRF ratings published by United States Sailing Association. Since it is possible for the book to contain multiple ratings from various areas of the country for a particular boat, we use an average of all of the ratings listed for the boat. However, we will discard any ratings that are significantly different than the norm for the boat (+ or - 10% from the first average calculated). This average is the PHRF rating used for the boat. The formula we use to determine the Time Correction Factor (TCF) for PHRF is:

$$\text{TCF} = \frac{650}{550 + \text{PHRF Rating of Boat}}$$

The Corrected Time, or official time, is determined by multiplying the boat's elapsed time for the race by the Time Correction Factor and rounding to the nearest second:

PHRF Example:

PHRF Rating of a San Juan 21 is: 252

The TCF for the San Juan 21 is: $\frac{650}{550 + 252} = .8105$

The actual Elapsed Time for the San Juan 21 for a particular race is: 00:21:48 (twenty-one minutes and forty-eight seconds)

The **Corrected Time** = $.8105 * 21:48$ (twenty-one minutes and forty-eight seconds)
= $.8105 * 21.8$ (converted to minutes = twenty-one and eight tenths)
= 17.67 in minutes =(seventeen and sixty-seven one-hundredths)
= **17:40** (seventeen minutes and forty seconds)

PORTSMOUTH YARDSTICK HANDICAP SYSTEM: The corrected time, or official finish time for the boats in the Daysailor Division is determined by using the Portsmouth Yardstick Handicap System (Portsmouth). With this system, each boat is given four handicap ratings at the beginning of the sailing season. There is one rating for a boat for each of four different wind velocity ranges: 0-4 MPH, 4.1-12 MPH, 12.1-

18.9MPH and 19.0 and above. In the case of Portsmouth, there is only one set of ratings for each boat in the United States Racing Association book, so the averaging process used for PHRF is not required. We use the ratings directly from the book. The formula we use for the Corrected Time with the Portsmouth system is:

$$\text{Corrected Time} = (\text{Elapsed Time} * 100) / \text{Portsmouth Rating}$$

Portsmouth Example:

Portsmouth Ratings for a JY-15 are:

0-4 MPH: 92.5
4.1-12.0 MPH: 92.3
12.1-18.9 MPH: 92
19.0 +MPH: 92

The actual Elapsed Time for the JY-15 for a particular race is: 00:27:36 or 27.6 minutes
The wind velocity was 8 MPH, so the Rating to use is 92.3

$$\begin{aligned} \text{The Corrected Time} &= (27.6 * 100) / 92.3 \\ &= 29.90 \text{ minutes} \\ &= \underline{\underline{29:54}} \text{ (nineteen minutes and fifty-four seconds)} \end{aligned}$$

Note: In all MSC races and Divisions it is the boat that is scored, and not the Skipper. If the Skipper sails two boats during the season, the two boats will be scored as separate entries.

LOW POINT SYSTEM:

Muncie Sailing Club uses the Low Point System to score all Regattas, the Club Series and the fun races. The Low Point System uses a boat's finishing place as her race score. The points assigned are $\frac{3}{4}$ for first, 2 for second, 3 for third, etc.

A boat that did not start (DNS), did not finish (DNF), or was disqualified (DSQ) shall be scored points for the finishing place one more than the number of boats entered in the races on that race date.

A boat that has sailed in the Club Series at least once, will receive a DNC for each Club Series race for which she does not participate. Participation is determined by registering for the race at the Skipper's meeting for a particular race day. This does not apply for Regattas since only the boats participating in the Regatta are scored. The finishing place for a DNC will be 99. This will make the DNC easy to recognize on the scoring sheet. The DNC will only be a factor if the boat does not participate in enough races to qualify for the Club Series (60%).

If a boat is disqualified from a race, each boat that finished after her shall be moved up one place.

If the protest committee decides to give redress by adjusting a boat's score, the scores of other boats shall not be changed unless the protest committee decides otherwise

SCORING ABBREVIATIONS:

DNC Did not register at the Skippers' meeting on this race date

DNS Did not start

DNF Did not finish

DSQ Disqualification

RACE TIES:

If boats are tied with equal corrected times to the second, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes

REGATTAS:

Unless otherwise specified in the Notice of Race (NOR):

NUMBER OF RACES: Each Regatta will be scheduled for three races. Any time on the day of the race, based on the sailing conditions, the Race Committee can reduce the number of races in the Regatta to two or one. One race can be enough to constitute a Regatta. Unless otherwise specified by the Racing Committee, Regatta races do not count toward the Club Series.

REGATTA SCORES: Each boat's series score shall be the total of her race scores. All races in the Regatta are scored...there are no "throw outs". The boat with the lowest series score wins and others shall be ranked accordingly.

REGATTA_TIES:

If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s).

If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

FUN RACES:

Fun races will be scored the same as Regattas. Fun races do not count toward the Club Series.

CLUB SERIES:

NUMBER OF RACES: The number of races in the Club Series will vary from year to year. A typical Club Series will consist of eight race dates. The intent is to complete three races on each race date. However, at any time on the day of the race, based on the sailing conditions, the Race Committee can reduce the number of races for the day. Only Club Series races count toward the Club Series.

CLUB SERIES SCORES: In order to qualify for the Club Series, a boat must compete in 60% of the races held. A boat's series score shall be the total of her qualifying race scores. Her qualifying races will be her best finishes for the number of races required to reach the 60% qualifying level. The boat with the lowest series score wins and others shall be ranked accordingly. The following table indicates the number of races required to qualify for the Club Series based on the number of Series races actually conducted to completion.

Races Completed in Series	Required Qualifying Races	Throw Outs Allowed
1	1	0
2	1	1
3	2	1
4	2	2
5	3	2
6	4	2
7	4	3
8	5	3
9	5	4
10	6	4
11	7	4
12	7	5
13	8	5
14	8	6
15	9	6
16	10	6
17	10	7
18	11	7
19	11	8
20	12	8
21	13	8
22	13	9
23	14	9
24	14	10

CLUB SERIES TIES: If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used.

If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores. No DNC finishes shall be used.

For the Club Series a boat that registered for the race at the Skippers' meeting, but did not start (DNS), did not finish (DNF), or was disqualified (DSQ) shall be scored points for the finishing place one more than the number of boats that registered for the race at the Skippers' meeting. A boat that has participated in the Club Series, but that did not register for the races on a particular race day will be scored 99 points for the finishing place for each race for that race day.

CLUB CHAMPION: The MSC Overall Club Champion is the Club Series winner of one of the two or three Fleets. The Fleet winners are determined as described under the Club Series section. The Overall Club Champion is the fleet winner with the most boats defeated in the Club Series races. Only the "Required Qualifying Races" are used in the determination of the Overall Club Champion. If a tie exists, the tie will be broken by:

1. The lowest total points calculated by totaling each boat's best finishes excluding all "throw outs". If the boats sailed in a different number of races, only the "equal number of races" are used for this tie breaker.
2. If the boats are tied after applying rule #1, the winner is determined by listing each of the Fleet winners' boats' race scores in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores or DNC scores shall be used. If the boats sailed in a different number of races, only the "equal number of races" are used for this tie breaker.

Example 1:

Boat 1	Boat 2
1	1
1	1
2	2
3	3
4	3
4	

Boat 2 would be declared the winner based on its better finish in the race on the fifth line. The 4th place on the sixth line would not have been used in the tie breaker, even if the boats were still tied after the fifth race listed.

3. If the boats are still tied in the club series after applying the processes described in number 1, the next tie breaker to be used, “Trailing Margin”, is to determine which boats finished farther behind in the race(s) where it did not place first.

Example 2:

Boat 1	Boat 2	Fleet Race Winner	Boat 1 Trailing Margin	Boat 2 Trailing Margin
1	1			
1	1			
1	1			
1	1			
3	3	Boat 3	1 second	3 seconds

Boat 1 would be declared the winner because the trailing margin for Boat 1 in the race on line 5 is less than the trailing margin for Boat 2.

4. If the winner cannot be determined by using the previous tie breakers, the “Winning Margin” tie breaker will be used. This tie breaker uses winning margins to determine the winner.

Example 3:

Boat 1	Boat 2	Fleet Second Place Boat	Boat 1 Winning Margin	Boat 2 Winning Margin
1	1	Boat 3	1 second	2 seconds
1	1	Boat 5	2 seconds	1 second
1	1	Boat 3	1 second	1 second
1	1	Boat 4	5 seconds	2 seconds
			9 sec. Total	6 sec. Total

Boat 1 would be declared the winner because the Total Winning Margin for Boat 1 is greater than the Total Winning Margin for Boat 2.