

2022 Racing Rules

Sailing Instructions

1. RULES

All regularly scheduled Hoover Sailing Club races shall be governed by the "rules" as defined in the *Racing Rules of Sailing* (RRS) and the rules of the classes being sailed (except as any of these are altered by these sailing instructions) and by these sailing instructions. NOTE: Some of the racing rules will be spelled out in these instructions for convenience. No change to the US Sailing rules is intended and in the case of conflict the US Sailing rules apply.

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the Hoover Sailing Club "RACING NOTICES" Board.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at least 1 hour before the start of the first race on the day it will take effect. Permanent changes will be posted on the HSC web page and on the Race Notices board in the club house.

4. COURSE

The course to be raced will be indicated by signs on the Committee boat. Possible courses include:

Windward, Leeward Courses

WLW windward, leeward, windward

2WLW windward, leeward, windward, leeward, windward

Triangle Courses

△ Once around a triangle. Used when the start/finish line is located in between the leeward and windward marks. This designation may be preceded by a "2" or "3" to indicate how many times the participants in the race should go around the triangle before finishing (ie: 2△).

△W Once around a triangle followed by a windward leg. This designation is used when the RC intends to move the finish line further to windward than the location of the starting line. This designation may be preceded by a "2" or "3" to indicate how many times the participants in the race should go around the triangle before finishing (ie: 2△W).

△WLW A triangle course followed by windward, leeward, and windward legs.

Trapezoid Courses

- Once around a four sided course. Used when the start/finish line is located in between the leeward and windward marks. This designation may be preceded by a “2” or “3” to indicate how many times the participants in the race should go around the trapezoid before finishing (ie: 2□).

Offset-Gated Courses

The L on the sign will be black on a white background.

W⁰L_GW windward, windward offset, leeward gate, windward

2W⁰L_GW windward, windward offset, leeward gate, windward, windward offset, leeward gate, windward

3W⁰L_GW windward, windward offset, leeward gate, windward, windward offset, leeward gate, windward, windward offset, leeward gate, windward

When using the offset/gated course, two marks are set at the windward end of the course and two at the leeward end. To sail the course properly, boats must round *both* windward marks (in the direction indicated by the color of the "W" on the sign) and must sail *between* the two leeward marks and then round one of them.

SUNDAY AND WEDNESDAY races should use a triangular course, a trapezoid course, a windward leeward windward course, or a windward leeward offset gated course depending on the wind direction.

TWO-DAY HOLIDAY SERIES: Due to the increased participation, the two-day holiday series including the Memorial Day series, the Independence Day series, and the Labor Day series should be windward leeward offset gated, triangular, or trapezoid courses only. Windward leeward courses without an offset and gate should be avoided.

THREE fleet races are scheduled for each Sunday and Holiday race day. Courses should be selected by the RC such that each race is approximately 45 minutes in length. The second and third races will be held as soon as possible after the preceding race. No starting sequence will be initiated after **4:15 PM**.

The *direction of rounding* each mark is specified by the color of the symbol on the placard used to specify the course color: red for port rounding and green for starboard rounding.

The Race Committee will have the option of removing the finish line after the next to last boat in all fleets has finished if this action will significantly reduce the delay between races. The last boats will be scored as having finished in their respective positions. Similarly, the Race Committee may remove the finish line before the last two boats of any fleet have finished, if both boats agree to accept their present position and this action will significantly reduce the delay between races.

5. THE START

Visual signals are official and take precedence over audible signals (horn/whistle) (USSA rule 26). When the blue Race Committee flag is flying, it signifies that the RC boat is on station and serves as the RC boat end of the starting line. The port end of the starting line is marked by a buoyant pin or pole with an orange flag (starting pin), or a buoy.

THE STARTING LINE - Under normal circumstances, the race committee should set the start line approximately one-half of the way up the windward leg from the leeward-most mark and use the same line for starting and finishing. This will help avoid delays caused by shifting the committee boat and improve the chance of completing three races during the afternoon.

RESTRICTED AREA AT START - an area extending 50 feet forward and aft of the starting line and 50 feet on the outboard side of the Race Committee boat and the pin end. Any boat whose preparatory signal has not been made may be subject to protest and disqualification for entering the restricted area. The starting area is restricted until all fleets have started. Once all fleets have started, the race committee should move the finish pin to shorten the finish line and minimize potential conflicts between boats on intermediate legs of their course and boats finishing. The start finish line is closed from the warning signal of the first fleet until the start signal of the last fleet, and otherwise is open.

All boats shall start within two minutes following their specified start signal or shall be designated DNS by the Race Committee. All boats not starting within two minutes of their assigned start shall sail clear of the starting area and not interfere with boats in subsequent starts.

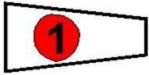
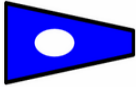

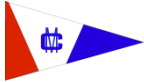
SOUND SIGNAL - A sound signal or series of signals may be sounded prior to the beginning of the normal sequence to attract attention and signal that the race sequence is about to begin. A signal will be sounded when each flag is raised or lowered.

MODIFIED U.S. SAILING STARTING SEQUENCE – In order to expedite the starting of four fleets, a shortened version of the U.S. Sailing Starting Sequence will be used. This will be a rolling sequence with one minute between sequences. Once a fleet has started the RC has the one-minute period between the starts to appropriately signal premature starters (individual or general recall). After the one minute has timed out the next starting sequence is initiated by raising the appropriate warning flag for the next start. Race committees are encouraged to give several short sound signals just prior to the beginning of the *first* starting sequence.

If there is insufficient wind for the prior starters to clear the starting area, race committees should fly a postponement flag (AP flag), accompanied by two sound signals, until the next starting sequence can be initiated. The lowering of the postponement flag is also accompanied by a single sound signal. The warning signal for the next start shall follow one minute after the AP lowering.

The ROLLING START SEQUENCE is described in the following table.

| Timing Point | Race Committee Action |
|--------------|--|
| 3 Minutes | <i>Warning flag</i> is RAISED and a HORN is sounded. This flag will be as indicated in the following table. |
| 2 Minutes | <i>Preparatory</i> flag is RAISED and a HORN is sounded. This will usually be “P” flag (blue with white square). Alternatively, it could be an “I” flag (yellow with black circle) to indicate the one-minute rule is in effect. |
| 1 Minute | <i>Preparatory</i> flag is LOWERED and a HORN is sounded. |
| Start | <i>Warning</i> flag is LOWERED and a HORN is sounded. |
| | <i>1 minute period between starts when there are no flags flying</i> |

| Start Number | Warning Flags for HSC Racing | |
|--------------|------------------------------|---|
| 1 | #1 Flag |  |
| 2 | #2 Flag |  |
| 3 | Interlake Flag |  |
| 4 | MC Flag |  |

On Sundays and Holidays the warning signal for the first start of the day of fleet racing should be raised at **1:45 PM**, or as soon thereafter as possible. For Wednesday evening racing the first warning signal should be raised at **6:50 PM**.

If fewer than two competitors are in the starting area just prior to the warning (3 minute) signal for their start, the Race Committee should skip this start sequence and move on to the next start for which boats are present. A boat whose start is skipped should start with the next group and make every effort to stay clear of those boats that are competing in that start. The standard starting order is specified below.

On **SUNDAYS, HOLIDAYS, and WEDNESDAYS** the Fleets start in the following sequence:

| Start Number | Fleet(s) |
|--------------|---------------------------|
| 1 | WINDMILL, Non-FLEET |
| 2 | THISTLE, FLYING SCOT, 505 |
| 3 | INTERLAKE |
| 4 | MC SCOW |

6. POSTPONEMENT

Postponement will be signaled by the raising of the "answering pennant" and the sounding of two audible signals (horn). A postponement can be done within a sequence or in between sequences. Started fleets will continue to race. Fleets not yet started will start in the previously defined order after a new warning signal is made.

7. RECALLS

Individual recalls will be signaled in accordance with Racing Rule 29. A sound signal will be made and flag "X" will be displayed. Whenever possible, the boat(s) over early will be hailed by sail number.

A general recall will be signaled by two sound signals (horn/whistle) and the raising of the "first substitute" flag. The start sequences for the fleets yet to start will remain unchanged. The fleet(s) subject to general recall will be started with a new sequence in their original order, after the last scheduled start. This modifies RRS 29.2. By example, if the second start (Thistle, etc.) results in a general recall, the next starting sequence for these fleets will be after the initial pass through the starting sequences has been completed. If two starts, such as the 1st and 3rd starts, result in a general recall, both starts would then be restarted at the end of the normal sequence, with the first having the first re-start.

Race committees are encouraged to use the "I" flag for the PREPARATORY (two minute) signal for any restarts following a general recall. This will expedite starting and minimize potential conflicts between fleets starting and those completing their first time around the course.

Note: Recall sound signals are in addition to the sound signal at the start.

8. CHANGING THE COURSE

The position of any mark cannot be changed after the warning signal, except that the starting pin may be adjusted up until the time of the first fleet preparatory signal. Shortening the course is not considered a change of course and is allowed after the start. The Race Committee may designate a shortened course for specific starts and not the entire fleet by flying Flag "S" and the appropriate class flag. Competitors will be notified of the shortened course at the last turning mark before the finish. If no class flag is flown, the shorten course applies to all boats currently on the race course.

9. FINISH

The finish line will be between the flag on a Race Committee boat and the port end finishing mark. When the RC is finishing boats or preparing to

finish boats the RC flag should be raised to indicate they are “on station.” When possible, the race committee should shorten the finish line to a length of approximately 4 to 6 boat lengths to minimize potential interference between boats finishing and boats still racing.

10. TIME LIMIT

There will be no time limit prescribed. The Race Committee may abandon or cancel a race in progress when a change in weather conditions has, in its judgment, made the race an unsatisfactory test of skill.

11. PROTESTS

Racing Rule 61 is modified to provide that protests shall be written on forms provided by the Race Committee and shall be lodged with a member of the Race Committee within thirty minutes after the Committee boat docks after the last race. The protestor shall be responsible for notifying the Race Committee and the protestee on the water or within ten minutes after they reach the dock after the last race.

12. ALTERNATIVE PENALTIES

All boats participating in regularly scheduled Club races shall be governed by the two-turns penalty, as described in Rules 44.1 and 44.2 of the US Sailing racing rules.

13. ABANDONMENT

Abandonment will be signaled by the raising of the "N" flag and the sounding of three audible signals (horn).

The Race Committee may abandon racing for the day if fewer than two boats from any fleet *and* fewer than five boats overall intend to race. However, the Race Committee shall not cancel or abandon Sunday or Holiday racing before **3:00 PM** or abandon Wednesday evening racing before **8:00 PM**. In the event of no wind, inclement weather, or high winds the committee shall postpone in the hope that conditions may improve enough to facilitate safe racing.

14. INTERFERING WITH FISHING CRAFT

A racing boat interfering with a fishing craft by either snagging or breaking a fishing line shall be disqualified.

Race Management

The Fleet Captain shall determine the Race Committee assignments that each fleet must fulfill during the current racing season. Each fleet must make assignments so that six qualified adults (sixteen years or over) will make up the Race Committee for every club race. Qualifications for Race Committee duties are as follows:

Principal Race Officer (PRO): Sail racing experience, familiarity with the HSC Racing Rules and pertinent Racing Rules of Sailing. Understanding of all pre-race preparations including outfitting of rescue boats and race committee boat for safe conduct of races. Capable of safely operating the race committee boat including anchoring. Demonstrated capacity to conduct sail racing including radio operation, setting an appropriate course, coordination of rescue boat operations and mark setting, signaling the starting sequence, accurately recording starts and finishes by fleet, and post-race responsibilities.

PRO Assistant: Under the direction of the PRO, capable of safely operating the race committee boat, displaying course designations, operating signals in the starting sequence and accurately recording starts and finishes by fleet.

Rescue Boat Crew: Able to handle marks and anchors for placement and recovery, able to assist swimmers into the rescue boat, competent in radio operation, (if driving) capable of safely operating the rescue boat and (if born after 1982) NASBLA certified.

Assigned personnel should arrive at the club no later than **12:30 PM** and must be prepared to run the races. Club race management instructions and guidelines should be reviewed prior to arriving at the Club.

Races are subject to postponement or abandonment by the Safety Committee, Commodore, Fleet Captain, or any other member of the Board of Governors, if insufficient personnel are on station for the start of the race. For additional guidance regarding abandonment please see discussion above (13. Abandonment).

RESCUE BOATS - Two rescue boats will be manned by two qualified adults (as described above) in each boat at all times. (The exception to this rule is that during the start sequence, it is allowable to have three persons on the committee boat and one in one of the rescue boats assuming no rescues are in progress. As soon as the sequence has concluded, the two rescue boats should each have two people on board). The rescue boats will stay underway and be in position to observe and cover the entire

racecourse. If not involved in rescue, one of the boats shall be sighting the line from the pin end during starts and finishes to assist in determining boats over early or finishing.

COMMITTEE BOAT - The committee boat will be manned by a minimum of a qualified PRO and PRO Assistant, as described above. The Race Committee flag should be hoisted after the starting line is set, and remain raised while the committee boat is on station. If the RC chooses to move the finish area, the flag should be dropped until the committee boat has anchored at the new location (for example when moving above the weather mark for a full windward leg finish).

PROTEST COMMITTEES - each fleet will provide a list of experienced racers from their fleet who thoroughly know the racing rules and are willing to serve on Protest Committees. These people will be on a permanent Protest Committee for one year. It is the duty of that day's Race Committee to assign a minimum of three Protest Committee members from this list (who are available after the race) to hear any protests. The list of Protest Committee members will be posted on the Club bulletin board. If three Protest Committee members are not available, the Race Committee may fill any vacancies. If an individual actively races with a given fleet, they may not serve as Protest Committee Chairperson hearing a protest involving that fleet.

SCORING - The Race Committee will record, by fleet, the sail numbers of boats sailing near the start area before the start and of each boat as it finishes. It is the responsibility of the individual fleets to keep track of the relationship between sail number, boat and skipper.

Pursuit Races

1. Pursuit races will be held on the third Wednesdays of each month from May through August. Handicaps will be established by the Race Committee. The best available information will be used in establishing these handicaps so that the final racing standard of a boat will be determined by the skill of the skipper. All boats of one design will be given a handicap.

2. Pursuit race wind range will be determined by the Race Committee as they set up the racecourse. The Race Committee will indicate the wind range selected by flying a colored flag as follows:

- 0-3 mph Yellow Flag
- 4-10 mph Orange Flag
- 11-16 mph Blue Flag
- 17 and over Red Flag

A sound signal will be sounded as each class starts and the class(es) starting will be announced by the Race Committee. The warning signal should be at **6:50 PM**.

3. Handicaps and relative start times will be determined by the Club Fleet Captain for all Club fleets. Handicaps are to be determined by the Portsmouth System. Non-fleet classes are encouraged to race, but it is the responsibility of the person or class making application to provide sufficient time for the handicap and starting times to be obtained and calculated.

4. Prizes will be awarded to skipper and crew depending on the number of boats that sail in that race as follows: 2 boats, 1 prize; 3-4 boats, 2 prizes; 5-9 boats, 3 prizes; 10-14 boats, 4 prizes; 15+ boats, 5 prizes.

5. Boats must conform to the rules of their respective classes while racing, including the number of crew required.

6. Basis of the Fleet Winning the Pursuit Race. The scores of the top three finishers from each fleet in each pursuit race will be added for all pursuit races held during the season, using a high point system based on the number of boats finishing each race. The fleet with the highest total number of points will be the winning fleet.

Holiday Series

Holiday series will use variations of a triangular, trapezoid, or windward leeward offset gated course. For example: Δ , 2Δ , 3Δ , ΔW , $2\Delta W$, $3\Delta W$, \square , $2\square$, $3\square$, W^0L_GW , $2W^0L_GW$, $3W^0L_GW$.

The **Memorial Day Series** will consist of up to six regular races. Ideally there will be three races run on Sunday and three races on Monday; however, this could change depending on weather and wind conditions. Trophies will be presented on Monday for the holiday series.

The **Independence Day Series** will consist of up to six regular races. In 2022, there will be three races run on **Saturday, July 2nd** and three races on **Sunday, July 3rd**, depending on weather and wind conditions. Trophies will be presented on July 3rd for the holiday series.

The **Labor Day Series** will consist of up to six regular races. Ideally there will be three races run on Sunday and three races on Monday; however, this could change depending on weather and wind conditions. Trophies will be presented on Monday for the holiday series.

Scoring of Holiday Series: A low-point system will be used for computation of holiday series standings. The winning boat shall be awarded one point. Each succeeding boat shall be awarded one point for finishing and one point for every boat that finished ahead of it. A boat that did not start (DNS) shall be awarded a number of points equal to one more than the maximum number of boats entered in a series. "Entered in a series" shall mean the total number of boats to race in *any* of the races for that holiday series. For example, if boats with numbers 1000, 1001, and 1002 sail the first day and boats with numbers 1002, 1003 and 1004 sail the second day, the total in the series is five. A boat that did not finish (DNF) shall be awarded one more than the number to finish that race. In each holiday series prizes will be awarded to skipper and crew depending on the number of boats by fleet that sail in that holiday series as follows: 2 boats, 1 prize; 3-4 boats, 2 prizes; 5-9 boats, 3 prizes; 10-14 boats, 4 prizes; 15+ boats, 5 prizes.

Wednesday Evening Racing

Note: The Wednesday evening series has some changes in race management from other race series.

Races will be held every Wednesday evening from the first Wednesday in May through the Wednesday prior to the Labor Day weekend. All racing rules will apply, except as follows:

1. Race length will be ~ 30 minutes, with the objective of sailing two or three races.
2. The first warning signal will be at **6:50 PM**.
3. Assigned Race Committee personnel must arrive no later than **6:00 PM**.
4. The Race Committee shall not cancel or abandon Wednesday evening racing before **8:00 PM**.

Participants are responsible for compliance with all applicable safety and boating rules and laws, including those applicable to sailing after dark.

Hoover Cup

The Hoover Cup will be awarded each year to the skipper based on his/her performance in the Pursuit Races run during that season.

- If all 4 scheduled Pursuit races are completed, each skipper's best 3 races are counted. In the event that less than 4 Pursuit races are completed by the club, all races count.
- A skipper can race in multiple classes during a season (e.g. race an MC in 2 and a Thistle in 2) with his/her best 3 finishes, regardless of class sailed, counting towards the cumulative season score.
- There is no requirement that the same crew be used in all races during a season.
- Standard low-point scoring, as outlined in US Sailing Rules A4.1, will be used, e.g. 1st place = 1 point, 2nd place = 2 points, 3rd place = 3 points. Ties will be broken using standard US Sailing Rules A8.