



Keuka Yacht Club Racing Instructions

RACING RULES, ELIGIBILITY, AND DISCLAIMER

All competing boats shall observe the Racing Rules of Sailing except as modified by the rules of individual fleets. These rules shall be followed except as modified by the rules pertaining to Keuka Yacht Club racing. All competing boats shall observe right-of-way rules regarding any craft, whether competing or not, as well as federal, state, and local rules applicable to sailing on Keuka Lake.

A boat is eligible to participate in club races only if its skipper and crew are considered in good standing by the club's regulations, and also must meet its respective class by-laws. A boat must be off the dock or mooring by the beginning of the starting sequence for its fleet in order to rank as a starter in a race.

All races are managed by the Race Committee of Keuka Yacht Club. Neither Keuka Yacht Club nor the Race Committee shall be held liable for any damage to boats or injury to competitors, whether incurred on the water or ashore.

SUNDAY AND HOLIDAY RACING SCHEDULE

The E Scow and Lightning fleets will race twice back to back in the morning beginning at 10:00 am. No race will start after 12:00 pm. The Portsmouth, MC Scow, FJ, and Sunfish fleets will race as many races as possible beginning at 1:30 pm. with no starts after 4:30pm.

THE RACE COURSE

The course sailed for all but the Portsmouth fleet is a Windward-Leeward course with the start/finish line halfway between the windward and leeward marks. The Portsmouth fleet adds a reach mark and sails a Triangle course. The start/finish line is between a small orange mark and the staff flying a yellow flag on the Race Committee boat.

The races are usually twice around the course for the E Scow and Lightning fleets and once around for the Portsmouth, MC Scow, FJ, and Sunfish fleets. The number of times around will be displayed on the course board.

THE STARTING ORDER

For the first race in the morning the starting order is E Scows then Lightnings. For the first race in the afternoon the starting order is Portsmouth fleet, MC Scows, FJ's, then Sunfish. The start for a fleet in subsequent races will occur at the first opportunity after the fleet has finished to run another starting sequence.

THE STARTING SEQUENCE

There will be a separate starting sequence for each fleet. An automatic starting system will be used to issue horn blasts for the sound signals. For sound signals consisting of more than one horn blast the time of the signal is the first horn blast.

The E Scow fleet and Lightning fleet will use the Racing Rules of Sailing Rule 26 starting sequence which is a five minute sequence. Five horn blasts will call attention to the upcoming sequence which will start five seconds later. Each signal is one horn blast. The starting sequence is as follows:

<u>Time remaining</u>	<u>Flag displayed</u>
Five minutes	Class flag is raised
Four minutes	Preparatory flag is raised (Code Flag P, white square on a blue field, or after a General Recall, Code Flag I, black circle on a yellow field)
One minute	Preparatory flag is lowered
Zero minutes	Class flag is lowered

The Portsmouth fleet, MC Scow fleet, FJ fleet, and Sunfish fleet will use the Racing Rules of Sailing Appendix S starting sequence which is a three minute sequence. No flags are used with this sequence. The starting sequence is as follows:

<u>Time remaining</u>	<u>Horn blasts</u>
Three minutes	Three long
Two minutes	Two long
One minute, thirty seconds	One long, three short
One minute	One long
Thirty seconds	Three short
Twenty seconds	Two short
Ten seconds	One short
Five seconds	One short
Four seconds	One short
Three seconds	One short
Two seconds	One short
One second	One short
Zero seconds	One long

Since the Portsmouth fleet is made up of boats of different types with different sail numbering conventions and the Sunfish fleet sails may not be numbered at all, competitors in these fleets must identify themselves to the Race Committee by checking in prior to the starting sequence.

Although the Sunfish fleet uses the three minute sequence, the winner of the previous race will give the rest of the fleet a head start according to the Delayed Start System before crossing the starting line. This system is described at the end of these sailing instructions and posted on the Race Committee bulletin board.

SAFETY

When the Race Committee displays Code Flag Y (alternating red and yellow diagonal stripes) life jackets or other adequate personal buoyancy shall be worn as designed to be worn by the manufacturer, by all skippers and crew, in accordance with ISAF Rule 40. ISAF Rule 40 is amended: If this signal is displayed after the Warning Signal, failure to comply may be cause for a boat to be disqualified.

INDIVIDUAL RECALL

If at the start a part of any boat is on the course side of the starting line and that boat or boats can be identified, the Race Committee will signal an individual recall by raising Code Flag X (blue cross on a white field) accompanied by one long horn blast. The Race Committee will attempt to hail the boats that were on the course side of the starting line at the start, however, it is the responsibility of those boats to restart properly.

Boats subject to individual recall that are not in violation of the One Minute Rule (described below) may sail completely to the pre-start side of the starting line without rounding an end of the starting line in order to restart. If the One Minute Rule is in effect boats subject to individual recall must round an end of the starting line in order to restart. Code Flag X will be displayed until all recalled boats are cleared to start, the next starting sequence begins, or a boat in the fleet in which the recall occurred reaches the windward mark, whichever comes first.

GENERAL RECALL

If at the start boats are on the course side of the starting line or in violation of the One Minute Rule and cannot all be identified, the Race Committee will signal a general recall by raising the First Substitute (yellow pennant with blue top and bottom border) accompanied by two horn blasts. One minute before the new starting sequence the First Substitute will be lowered accompanied by one horn blast. The One Minute Rule under the round the ends option (Code Flag I) will apply on restarts following a general recall.

ONE MINUTE RULE

The One Minute Rule declares the area on the course side of the starting line and its extensions to be off limits to any part of a boat within one minute of its start. Any boat in violation of the One Minute Rule must sail completely to the pre-start side of the starting line by crossing an extension of the starting line to start properly. An attempt may be made to hail any boats in violation of this rule after the start, however, the violators are responsible for restarting properly.

POSTPONEMENT

If the Race Committee feels that a fair race cannot be started at the designated time (the wind stops or shifts severely or severe weather moves in) the race will be postponed by raising the Answer Pennant (trapezoid pennant with red-white-red-white-red vertical stripes) accompanied by two horn blasts. One minute before the beginning of the next starting sequence the Answer Pennant will be lowered accompanied by one horn blast.

ABANDONMENT

In the event of severe weather conditions the Race Committee will abandon a race in progress by raising Code Flag N (4x4 blue and white checker pattern) accompanied by three sound signals. The boats should immediately head for shore especially if there is lightning present.

CHANGING THE COURSE

If after the start of a race there is a substantial wind shift the Race Committee may change the position of a mark by signaling a course change. A chase boat will position itself ahead of the leading boat on the leg prior to the changed leg or at the turning mark to the changed leg and raise Code Flag C (blue-white-red-white-blue horizontal stripes) accompanied by repeated short horn blasts. The chase boat will then display a red flag if the new mark is to port of the previous position or a green

flag if the new mark is to starboard of the previous position. Subsequent legs may be changed without further signaling in order to maintain the shape of the course.

SHORTENING THE COURSE

If the Race Committee feels that a race may not be completed within the time limit or severe weather is approaching that may arrive before the race can be completed, the course may be shortened in accordance with ISF Rule 32.2. Code Flag S (blue square on a white field) will be displayed at the finish line and the signal given before the first boat crosses the finish line. The one exception is when the start/finish line is in the middle of the course. For the case where the race is shortened to one lap the signal will be given after the first boat rounds the leeward mark. For the case where the finish is to be downwind at the start/finish line the signal will be given after the first boat rounds the windward mark.

MISSING MARK

If a mark of the course drifts from its position and the Race Committee cannot return the mark to the proper location a boat will be positioned at the proper location to be rounded as if it were the mark. The missing mark will be signaled by raising Code Flag M (white X on a blue field) on the boat to be used as the mark and issuing repeated short horn blasts

TIME LIMIT

The time limit for the first boat in a fleet to finish is two hours and thirty minutes for two lap races and one hour and thirty minutes for one lap races. If no boat finishes within the time limit the race is abandoned.

FINISHES

A sound signal will be given as each boat finishes. The Race Committee reserves the right to assign finishing places to trailing boats when their order is evident.

PROTESTS, ACKNOWLEDGMENTS, AND EXONERATION

Should a boat be infringed upon, observe a foul committed by another boat, or have some grievance against the race, the boat may protest. The protesting boat should inform the protested party at the earliest possible opportunity and display Code Flag B (or a red flag) on its starboard rigging.

Should a boat infringe upon the racing rules the boat may acknowledge the foul and be scored twenty percent of the number of starters over the finish position or one more than the number of starters, whichever is less. A boat that acknowledges a foul shall display Code Flag I (or a yellow flag) on its starboard rigging.

As an alternative, a boat may take a two-turns penalty when it may have broken a rule of RRS Part 2 while racing or a one-turn penalty when it may have broken RRS Rule 31 (touching a mark). After getting well clear of other boats as soon after the incident as possible, the boat will take the one-turn or two-turn penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When the boat takes the penalty turns at or near the finishing line, it shall sail completely to the course side of the line before finishing. The rules of individual fleets may modify the number of turns required.

Boats that have acknowledged fouls or have protested should notify the Race Committee at the earliest opportunity. If a boat is protesting, a protest form must be filed with the Race Committee within one hour of the return of the Race Committee to shore.

SCORING, SERIES, AND THROW OUTS

Races for the E Scows, Lightnings, MC Scows, FJ's, and Sunfish are scored using the Low Point method (1 point for first, 2 points for second, etc.) Races for the Portsmouth fleet are scored by using Portsmouth Handicap numbers to calculate corrected times for the boats then ranking them from the fastest corrected time. Did not start (DNS), did not finish (DNF), and disqualification (DSQ) are scored as the number of starters plus one in the race in which they occur.

For the MC Scow and Sunfish fleets average points (pre-season or season) will be assigned as a score for any race in which the skipper serves on the Race Committee instead of racing or is away at a class regatta.

The fleets each group their races into series in different ways. The E Scows have a Memorial Day, June, July Fourth, July, August, Labor Day, and September series and a Season series running from the July Fourth series through the Labor Day series. The MC Scows have a pre-season running through June and a season running from July Fourth. The Portsmouth fleet has the July Fourth race as the Lusitania Cup with the Season series encompassing all races. The Sunfish fleet Season series also encompasses all races.

The E Scow fleet allows the two worst Season scores to be thrown out, the MC Scow fleet and the Sunfish fleet allow the worst twenty percent of the Season scores to be thrown out, and the Portsmouth fleet allows no races to be thrown out.

Since the FJ fleet is a new fleet and the Lightning fleet is reforming, these fleets will let the Race Committee know what series, throw outs, and special scoring provisions they have.

The race results for each week will be published in the Bilge Pump and cumulative results will be posted on the Race Committee bulletin board.

RULES FOR THE DELAYED START SYSTEM

This section outlines the starting system currently used by the Sunfish fleet.

I. OVERVIEW

The "Delayed Start" system has as its goal improving competitiveness within a fleet. In this system the winner of a race allows the rest of the fleet to get a head start in the following race. Also, the more consecutive wins that a competitor accumulates the greater the head start for the rest of the fleet in subsequent races.

Not only does this bring the fleet closer together, but it gives the top performers experience with sailing from behind and helps them to develop skills for working their way up through the fleet.

II. WHEN DELAYED START DOES NOT APPLY

The starting time for all competitors will be simultaneous with the starting signal (no delayed start) when any of the following conditions are met:

- A. An abbreviated race is sailed. A race must be at least once around a course containing a windward and a leeward mark for delayed starting to apply.
- B. The race is the first race of the season on a full course.
- C. The competitor who won the previous race on a full course is not sailing in the current race on a full course.

III. DETERMINING THE HEAD START

The winner of a race on a full course will have 10 seconds added to the "head start" time for the next race on a full course. For example, if the competitor who wins a race started the race 20 seconds behind the rest of the fleet, the head start for that competitor for the next race on a full course would be 30 seconds.

IV. MORE THAN ONE COMPETITOR WITH ACCUMULATED HEAD START TIME

When a competitor who has accumulated head start time (has won the previous race or races on a full course) does not sail a subsequent race or races on a full course there will be more than one competitor with accumulated head start time when that competitor again races on a full course.

The competitor who will give the head start to the rest of the fleet is determined by applying the following tests, in order, until a decision can be made:

- A. Decide in favor of the competitor with the most accumulated head start time.
- B. Decide in favor of the competitor with the most wins on full courses for the season.
- C. Decide in favor of the competitor with the most recent win on a full course.

The competitor or competitors with accumulated head start time who are not selected to give the head start to the rest of the fleet will have their head start time reset to zero.

V. SHORTENED COURSES

Since the head start is applied at the start of a race on a full course, shortening of the course is proscribed.