

DCYC Sailing Instructions For Calendar Year 2010

Version 2.1

This is a complete rewrite of the previous version, 1.2, of DCYC sailing instructions. The purpose of this major revision is to recognise the reality of club sailboat racing in a small yacht club with limited resources. Specifically, this version recognises that it is not always possible to get a dedicated race committee, and so provides rules for managing races from within the racing fleet.

Rule 1: Waiver of Liability, Insurance and Safety

1.1 Waiver of Liability

At no time will DCYC, or any of its officers or other representatives, assume any responsibilities for accidents or misadventure. All skippers will sign a DCYC Liability Waiver form prior to racing in any DCYC-sponsored event. The waiver applies to all DCYC races in which the yacht participates for the year.

1.2 Insurance

All yachts must have valid insurance and must provide the Fleet Captain with a copy on request.

1.3 Yacht Safety

All racing yachts including those that do not have a valid PHRF certificate shall conform to PIYA Category III safety regulations.

1.4 Working Engines

All yachts must leave the DCYC docks with a working engine.

Rule 2: Fees.

Fees will be determined at the discretion of the Fleet Captain but will be limited to \$100 for the entire racing season, or \$10 per race.

Rule 3: Divisions

There are 3 racing divisions. Divisions 1 and 2 are divided according to the vessels rating, which is based on PHRF. Division B is the cruising division for yachts without spinnakers.

Div1: Rating \leq 180

Div2: Rating \geq 181

Div B: Cruising

Rule 4: Ratings and Handicaps

4.1 PHRF certificates

All division 1 and 2 yachts are expected to provide current PHRF certificates. Yachts that do not provide up to date certificates will be assigned a base rating by the Fleet Captain.

4.2 Club Ratings

In the interest of promoting closer racing, club ratings will be used for all DCYC-only events.

Ratings will be kept constant within each racing series.

Any skipper may unilaterally declare a club rating lower than their official rating.

Skippers wanting a more favourable rating may appeal to a meeting of the rating committee. A unanimous vote of members at that meeting will be required to approve such a new rating. Such modified ratings will be subject to annual review by the fleet committee.

Rule 5: Race Committee

The fleet captain or their delegate shall designate the race committee for each race. A race committee may be a full race committee with a dedicated committee boat, or may be delegated to members of the racing fleet if no such dedicated race committee is available.

5.1 With Full Race Committee

If a dedicated race committee is available for a race, then a race board will show the course, and full flag and sound signals will be used as described in Rule 13.1

5.2 Without dedicated race committee

If no race committee is available, then the start will be managed as described in rule 13.2. The course will be described to the fleet informally and confirmed using VHF. A designated yacht will take responsibility for starting the race using sound signals supplemented by VHF. It is the individual skipper's responsibility to ensure that they know the course and start time.

Skippers should take their own finish times. Whenever possible, the first yacht to finish will act as a committee boat for the finish line, providing sound signals for the finish and recording actual finish times. The fleet is asked to provide tokens of appreciation when such services are provided.

Rule 6: Yacht Racing Rules

All DCYC events will be sailed under and governed by the International Yacht Racing Rules, the prescriptions of the Canadian Yachting Association as found in the current Racing Rules of Sailing, and the rules of PHRF-BC.

Rule 7: Motoring to safety

Motors may be used to get yourself to safety with a 720 penalty (ie two complete tacks and 2 complete gybes).

Rule 8: Protests

Fleet tradition calls for racing to be conducted in a sportsman-like manner, and all yachts are expected to avoid incidents that could cause a protest.

In the event of a skipper wishing to protest an alleged infringement, IYRU rules shall be followed for the protest. A protesting yacht must fly a protest flag at the earliest opportunity, and the skipper will notify the race committee immediately after finishing the race in which the alleged infringement occurred. The protestor shall write a formal protest and file this with the DCYC Fleet Captain or members of the Race committee within 45 minutes of the race committee returning to the dock.

Rule 9: Skippers Meetings

Skippers meetings will, unless explicitly scheduled otherwise take place on the seaward float at DCYC at 11:30 on each race day. The skippers meeting will determine where sailing will take place, and may determine a provisional course.

Rule 10: Race Courses

Courses will be chosen based upon the prevailing conditions of the day. A diagram showing the location of standard rounding marks in the area is attached.

Rule 11: Racing Schedule

The schedule of races shall be as listed on the DCYC website: www.deepcoveyc.com

Rule 12: Radio Communication

All yachts racing in DCYC events are expected to have VHF radios. Channel 73 will be used for notifications from the race committee, for checking in and for the purpose of general safety and other communications.

Rule 13: Starts

As described in Rule 5, races may be coordinated by a dedicated race committee or by designated yachts within the fleet.

13.1: With Full Race Committee

The race committee shall raise the RC flag as soon as it is on station and shall fly it until the race is over.

In order to start a race, there must be at least 5 knots of wind blowing for the entire 5 minute start sequence.

Skippers will be asked to check in on channel 73. This is to ensure that all skippers are able to receive notification of the course and start times. Skippers are reminded to say the names of their boats slowly and clearly.

Start sequence signals

The starting sequence and signals shall be as follows:

Time	Signal Flag	Sound
Approx 6 minutes	AP flag, if up is dropped	Horn – 3 blasts
5 minutes	Division flag UP	Horn – 1 blast
4 minutes	P flag UP	Horn – 1 blast
1 minute	P flag DOWN	Horn – 1 blast
Start	Division flag DOWN , if no boats over early	Horn – 1 blast

The AP flag is for signalling postponement. Races not started at the scheduled time are postponed. AP flag up is accompanied by 2 horns.

Course Board

A sample course description, as displayed on the course board on the committee boat:

A C / A / C /

- Each letter designates a standard mark, as described in the “courses” section.
- Red Letters indicate marks to port
- Slash indicates start/finish line

The course shown above means, that the course is from the start line to A, then to C, then through the start/finish line, back to A, through the start/finish line, to C then finish.

13.2: Without dedicated race committee

The course will be announced or confirmed on VHF channel 73. The start time of the race will be announced at least 4 minutes before the audible start sequence is due to begin.

The starting sequence and signals shall be as follows:

Time	VHF Announcement	Sound
Approx 6 minutes	“Start sequence about to begin”	Horn – 3 blasts
5 minutes	“Five minutes to start”	Horn – 1 blast
4 minutes		Horn – 1 blast
1 minute		Horn – 1 blast
Start		Horn – 1 blast

Additional VHF announcements may be made by the start boat at each horn at the start boat skippers discretion. Note that the horns are the definitive signal for race times in this case. VHF signals are considered a courtesy to racers.

If the start must be postponed due to lack of wind or other concerns, the sound signal will be three blasts of the horn. A VHF notification of postponement shall follow.

Rule 14: OCS - On Course Side

14.1 With dedicated race committee

In the event of yachts being over early (OCS – On Course Side), two horn blasts shall be sounded and the Individual Recall flag shall be raised. The division and recall flags shall remain up until the offending boats have correctly recrossed the start line, or 5 minutes has elapsed, whichever is sooner. If the race committee is unable to judge which boats are over early, or the early boats represent a large part of the fleet, a general recall shall be made and the division will be restarted.

The committee boat will attempt notify offending boats via VHF but it is the skippers responsibility to ensure that they determine whether they were over early and return to make a proper start. Lack of VHF notification is **NOT** grounds for protest.

14.2 Without dedicated race committee

When there is no dedicated race committee, skippers are expected to work on the honour system. Any yacht that is over early is expected to go back around and restart.

Rule 15: Course Alteration/Shorten Course

The DCYC race committee reserves the right to shorten courses as it sees fit at any time before or during the race.

Course shortenings may be applied retroactively based upon time limits as described in rule 16.

Race committees have a duty to finish as many boats as possible within each division.

15.1 With dedicated race committee

The S flag will be flown at the mark prior to the new finish mark, and prior to the first yacht rounding the mark.

15.2 Without dedicated race committee

If there is no dedicated race committee, courses can only be shortened to finish at a designated start or finish line. A shortened course will be announced by the race committee on VHF channel 73. The course must be shortened before the first yacht reaches the new finish line.

Rule 16: Time Limits

Each race shall have a designated start time. The actual race start time will vary with conditions, fleet readiness etc but is expected to be at approximately the designated time.

The time limit for each race will be three hours from the designated start time unless specifically stated otherwise. If the first yacht to finish in a division is within 30 minutes of the time limit, the time limit will be automatically extended to be 30 minutes after the finish of that yacht. It is the responsibility of each skipper to establish whether such an extension is in effect.

In the event of the race start being postponed due to a lack of wind, etc, racing will be abandoned no more than 120 minutes after the designated start time. If a race is started 60 minutes or more after the designated start time, the time limit may be explicitly extended by the race committee by no more than 60 minutes.

If there is no designated race committee, skippers should record their times at all designated finish lines.

Rule 17: Series and Scoring

Points are scored for each race in a series as follows:

First place:	1 point
Second place:	2 points
Third place:	3 points
etc	
Did Not Finish:	Number of boats in race in division plus 1 point
Did Not Compete:	Number of boats in race in division plus 2 points
Disqualified:	Number of boats in race in division plus 3 points

The series winner will be the boat with the fewest points. Note that each series will allow a number of throw-outs based on the number of races completed within the series. The number of throw-outs will be less than half the total number of races; in an N-race series, the throw-outs will be $(N - 1) / 2$. Eg for a 3 or 4 race series only 1 throw-out will be allowed - for a 6 or 7 race series, there will be two throw-outs.

Rule 18: Boat of the Year

1. The boat of the year must be a DCYC member. Boat of the year calculations will be based on consideration of the following.
Division Placing. Scores in each series will be totalled for a full season score.
2. Overall Placing Position relative to the total DCYC Fleet. (All Divisions)
3. Number of boats in Division will be considered. A larger division will carry more weight.
4. Results within Division carry more weight than results against the Overall Fleet.
5. In case of tied scores, the number of firsts in Division will be the tie breaker.
6. If still tied, the yacht with the higher finish in the last race both yachts competed.