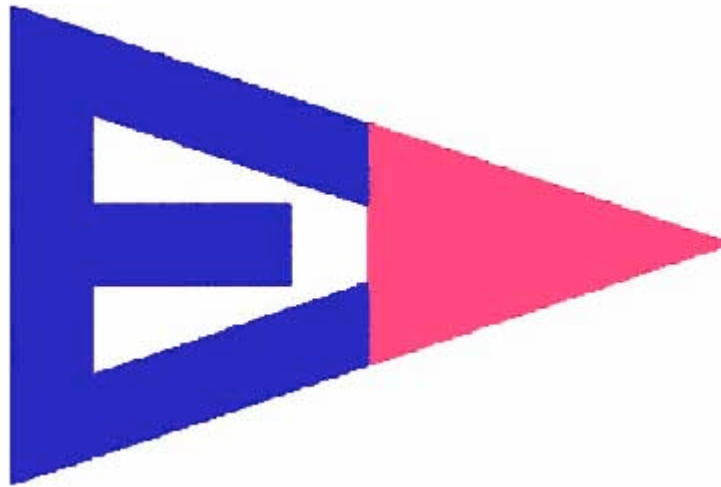


EATONS LIGHT YACHT CLUB

RACING MANUAL 2015



Last updated 5/20/15

EATONS LIGHT YACHT CLUB 2015 RACING SCHEDULE

The Summer Bay Series will be held on the following Tuesday evenings:
Best point count for 2/3 completed races (round down if needed) in the series will be counted for awards.

2015 Bay Series

The Summer Bay Series will be held on the following Tuesday evenings:

June 2	July 7	Aug 4	Sept 1*
June 9	July 14	Aug 11	Sept 8*
June 16	July 21	Aug 18*	
June 23	July 28	Aug 25*	
June 30			

Races start at 1930: Warning Signal @ 1925

*Races start at 1900: Warning Signal Horn @ 1855

2015 Sound Series / Cup Races

*Please note that all Sound Race Parties are currently TBD, pending the Hosts' Schedules.
When possible, the party will be the day of the race.*

Date	Event	Approx. High Tide *	Approx. Low Tide *
June 27	<i>Spring Race</i> 1600 Start	0830 hrs	1440 hrs
July 11	<i>Ladies at the Helm Race</i> 1400 Start	0815 hrs	1430 hrs
August 8	<i>Blue Moon Race</i> 1500 Start	0645 hrs	1300 hrs
August 29 LABOR DAY WEEKEND	<i>Adair Cup Race</i> 0900 Start	1130 hrs	0530 hrs 1752 hrs
September 19	<i>Memorial Cup Race</i> 1430 Start Brunch @ 1100	1600 hrs	0951 hrs 2230 hrs
October 3	Commodore's Cup 1000 Start Dinner TBD	1616 hrs	1009 hrs

* High and low tide information added to assist in choosing a course for the Sound Races

All club boats can compete but only ELYC PHRF rated/eligible boats will receive points towards awards. *

*Please see the sections titled *ELIGIBILITY* and *NON-ELYC RATED VESSELS RACING OBLIGATIONS* in this document.

ELYC does not utilize committee boats for the selection of course, the starting sequence, and recording of finish times. As the racers gather before each race, one of the racers will agree to be the Start Boat and will perform these activities with the assistance of the senior racers as necessary. This Start Boat will also take part in the racing and call postponements or abandonment as necessary. Details of this procedure follow the general Race Rules text below.

For the Bay Series, the start line will be between the W and WW buoys. The Sound Races start between Target Rock and BellBuoy 8 in Huntington Bay, or as decided and declared by the Start Boat via VHF channel 69.

EATONS LIGHT YACHT CLUB 2015 RACING INSTRUCTIONS

General Rules

RULES: The US Sailing Association Rules 2013–2016 will govern ELYC sanctioned races and racing. The US Sailing Association Rules 2013-2016 are available here for free download:

<http://www.sailing.org/tools/documents/ISAFRRS20132016Final-%5B13376%5D.pdf>

ELIGIBILITY: All Members of ELYC are eligible to race in PHRF qualified sail vessels owned by themselves. All boats intending to race need a rating data sheet on file with the Boating Activities Committee/Club Measurer. This will be used to establish an ELYC-PHRF rating by the Measurer. All rated boats must conform to PHRF design requirements (Ref: PHRF-LIS eligibility criteria and general equipment listings). Non-rated Club boats may sail along with rated vessels, following the US Sailing Rules, but will not be considered eligible for race or series trophies. Their finish times will be noted but not scored by corrected times. Non-Club boats invited by Club Members to sail in Club events are treated similarly to non-rated Club boats and acceptance to race is up to the Race Committee for non-club vessels.

NON-ELYC RATED VESSELS RACING OBLIGATIONS: Non-ELYC rated vessels or guest vessels are obligated to stay clear of ELYC rated vessels in the race in such a way that they do not obstruct, impede or otherwise cause an unfair advantage to other racing vessels whether the vessel may have the sailing right of way or not under the racing rules. This obligation includes staying clear of the starting line during the final stages of the start sequence and similarly at the finish line including after they have crossed the finish line. It is also required that non-racing vessels not to obstruct the sight paths of the Start Boat near either the Start or Finish.

***RESPONSIBILITY: It is the sole responsibility of the Captain
whether to start, continue, and/or finish races or not.***

WAIVER OF LIABILITY: Race entrants acknowledge that he or she, as skipper, is solely responsible for the safety of his or her crew and boat; that he or she represents that the boat and its equipment is in sound conditions, meets or exceeds minimum PHRF equipment recommendations, and all required safety equipment is aboard, accessible for use and in operable condition; that the decision to race, not to race, or to withdraw after starting is solely that of the entrant and that the entrant hereby releases the Eatons Light Yacht Club, its officers, directors, and all members of the Race Committee, whether members of the Club or not from any and all liability or claims for personal injury or property damage resulting from participation in these events. The entrant has informed all crewmembers and insurance underwriters of this waiver.

FEES: There are no fees involved for entry into ELYC racing events unless specified in the race announcement. Jointly sponsored events with other organizations or by invitation

of another organization will follow the fees and rules specified in the event announcement and entry documents.

MINIMUM NUMBER OF VESSELS REQUIRED TO MAKE A RACE: Two or more ELYC rated vessels are necessary to constitute an ELYC race. These vessels must officially start the race in accordance with the starting rules though not necessarily both complete the race. Non ELYC rated club vessels may also enter the race but may not be counted as either of the minimum number of vessels.

MARKS: See the Bay and LI Sound charts contained in the ELYC Racing Manual for the government and private mark designations and their general location in the racing area. Intermediate government marks along the course are to be honored by passing the mark on the proper side as indicated by its color or type. For the Bay Race Series the start line is defined as the line between the W and WW buoys off of Winkle Point. For the Sound Series, the Start and Finish lines are typically defined as the line between bellbuoy 8 and Target Rock on the western shore. However, depending upon prevailing conditions prior to the start of the race, the Committee Boat and participating Captains may choose to alter the Start and/or Finish lines to another racing mark and point on the shore or to between 2 racing marks or between 2 points on the shore. In some cases the line will be defined as between the mark and a second mark. The Finish line shall always be crossed from the opposite direction of the start. **All government marks shall be honored, unless used as a turning mark for the course being sailed or otherwise stated in the race course instructions for that race/race series. Note that this includes government marks, which may not show on the Bay Series course layout charts.**

ELIGIBLE SAILS: All Races are non-spinnaker, i.e. Jib and Main / JAM / "White Sails" only. Sails used during ELYC racing events shall include only those included in the current rating data sheet on file. The Race Committee Boat must be notified prior to the race Warning Signal of any un-rated sail to be used and the reasons why it was not included on the data sheet. JAM vessels shall fly one headsail at a time except during headsail changes which shall only be permitted for the reasonable time necessary to effect the sail change. A cutter rigged and rated vessel may fly added headsails as shown on its sailplan. Spinnakers and Cruising Spinnakers may not be used. Spinnaker poles or whisker poles of any length may be used without penalty.

IDENTIFICATION: All racers should have their VHF radios on channel 69 as they approach the race area. Boats shall identify themselves for each race, prior to the warning signal by contacting the Start Boat on the radio. All racers are encouraged to keep their radio on for the duration of the race so that they will be apprised of any changes to the course, or possible abandonment.

PENALTIES: Any ELYC racer who fouls another racer during an ELYC sanctioned race shall perform one of the following penalty actions before the completion of the race course:

- For any foul exclusive of a collision with another racing boat, the boat committing the foul must perform a 360 degree turn as soon as possible once clear of other racers, before the completion of the course.
- If there is contact with any racing boat, and a foul is called, then the fouling boat must complete a 720 degree turn as soon as possible once clear of other racers, before the completion of the course.
- If any racing boat makes contact with a course mark the boat committing the foul must perform a 360 degree turn as soon as possible once clear of other racers, before the completion of the course.

The penalty for any boat found in the triangle formed by the start line and the 1st mark of the race, within 1 minute of the start of the race, is to sail around the outside of the end of the start line closest to them, and then stay clear of all boats in the area before attempting to cross the start line.

TIME LIMIT: If no boat has finished within two hours for the Summer Bay Series, the race will be abandoned. There is no time limit for a weekend race.

PROTESTS: It is the responsibility of the protesting skipper to perform the following as required in Part 5, The Racing Rules of Sailing. The Racing Chairperson will schedule protest hearings as required.

1. Orally notify the protested boat.
2. Orally notify the Start Boat after crossing the finish line.
3. Email the Racing Chairperson as soon as possible after the Race is completed.
4. A red protest flag is to be flown by the protesting vessel from the time of the infraction until crossing the finish line.
5. File a written protest on the standard US Sailing Protest Form (copy attached to the end of this manual, also available online at http://raceadmin.ussailing.org/Assets/Race+Admin/Racing+Rules/2013-2016+RRS/2013-2016_protest_form.pdf) and deliver it to the Boating Activities Chair within 48 hours of the finish of the race. (Forms are also available from the Racing Chairperson).

DROPOUTS: Boats withdrawing from a race shall make every effort to get word to the Start Boat of their retiring from a race. Boats retiring are encouraged to notify the Start Boat over Channel 69.

RECALLS: Individual Recalls will be indicated by one horn blast and the hailing of the boat's name or number. All boats are requested to pass along the name of the boat that prematurely started. The Start Boat may, but is not obligated, to notify boats over VHF Channel 69. General Recalls will be indicated by two horn blasts.

POSTPONEMENT or ABANDONED RACE: The Start Boat may postpone or abandon any race when it feels that weather or other conditions merit such action. Postponements and abandoned races will be indicated by three blasts of the horn and/or notification on

VHF Channel 69. Sound Races maybe rescheduled, Bay Series Races will not be rescheduled if abandoned.

PRIZES: Prizes will be awarded as follows for non-Bay Series Races– First if two or more ELYC rated starting boats, Second if four or more, Third if six or more and Fourth if ten or more. Bay Series Winner, second, third and fourth place finishers for the Race Series.

Committee Boat-less Procedure for Tuesday Bay Races

The following procedure is for use during the Tuesday Bay Race Series in order to conduct the races without having an anchored Committee Boat present.

Start-Finish Line: The start line near Winkle Point will consist of the W and WW buoy.

Designated Start Boat: The Start Boat shall be decided just prior to the beginning of each race. The Start Boat will be responsible for identifying the course for the evening, and using an air horn and/or the radio, will signal the starting sequence, and report the course, vessels that start, and the start time to the Racing Chairman.

Starting Sequence: The Start Boat will signal the starting sequence as described below. Note that if an air horn is used, it must use the signals as described below. Alternatively, the radio may be used to announce the time remaining to the start. Prior to the start sequence, the Start Boat will provide a GPS time mark over channel 69 by announcing the current time and the anticipated Start time.

Sequence Alert	Start time minus 6 minutes	multiple rapid horn signals
Warning Signal	Start time minus 5 minutes	one short horn signal
Preparatory Signal	Start time minus 4 minutes	one short horn signal
One-minute	Start time minus 1 minute	one long horn signal
Start	Start time minus 0 minutes	one short horn signal

All times are to be referenced to GPS time or the announced GPS time mark. Should a delay in the start of the race be required, the Start time is to be adjusted to an even 5 minute interval using GPS time.

Finish Times: Finish times should be recorded and identified as HH:MM:SS of absolute or ‘clock’ GPS time. Elapsed time is not acceptable. Each racer is responsible for recording their own time and submitting the time to the racing committee for processing. If a racer does not finish (DNF) that information should be submitted to the racing committee as well. Should a racer lose the reference to the start time, call for assistance on channel 69 and one of the racers will provide a new GPS reference mark along with an offset for the time between the start and the revised reference. The last racer to cross the finish line should notify the other racers via radio that they have crossed the finish line.

Race Result Reporting: The Start Boat must email the following to the addresses noted below within 72 hours after the completion of the race:

- race date and start time
- their boat name and finish time as absolute time
- course number or the mark sequence if it varies from the established courses
- boat names of racers starting (if possible), but at least include the number of boats starting the race
- a brief description of the wind speed & direction and weather conditions if possible

In addition, each racer must email the following to the addresses below within 72 hours of the completion of the race:

- the race date and start time
- their boat name and the finish time as absolute or ‘clock’ GPS time (elapsed time is not acceptable)
- if possible, it will be appreciated if the individual racers could also include the same information about the race as requested from the Start Boat. This will help maintain accuracy if there are any questions about the race.

Only ELYC member boats with an ELYC approved rating will be scored for the race. **All results must be emailed within 72 hours of the race completion. Racers for which no finish time reported will be designated DNF after the 72 hour reporting deadline.** Send results to the following:

ELYC email: eatons_light_yc@yahoo.com

The dates for The Summer Bay Series are shown on the schedule at the beginning of this document.

COURSES: Courses for the Summer Bay Series will be picked from the courses shown on the attached pages of charts. Positions of the private marks are approximate.

The Start Boat shall advise the racers of the chosen course by announcing the course information over the radio. During the later part of the season, courses may be modified so as to sail to lighted buoys in darkness. Such changes will be communicated to those racing by the Start Boat when the course is set and must be reported to the Race Chairman / Scorer.

SCORING: The following high point scoring system will be utilized for each series race:

1 st Place	5 Points
2 nd Place	4 Points
3 rd Place	3 Points
4 th Place	2 Points
Other Finishers	1 Point
DNF, DSQ	0 Points

Each Bay Series scoring the cumulative total points scored for the best 2/3 completed races (round down if needed).

TIES: Ties in the final cumulative scoring will be broken by: 1) In favor of the boat which has beaten the other boat more times; 2) Favoring the boat which has the greater number of firsts, seconds, etc.; 3) Favoring the boat which has the greater number of finishes.

Eaton's Light Yacht Club Race Committee Handbook

(Excerpted from LHYC RC Handbook 4/88)

Introduction

The Race Committee's job is to ensure that races are conducted in a safe and enjoyable atmosphere, employing the protocols that are the de rigeur of our sport. This outline assumes that certain preseason preparation is performed, i.e., race days scheduled, courses outlined, equipment refurbished and purchased, race circular written and distributed, and committee personnel assigned. This outline will focus on conducting the race itself.

Course Selection

Bay Race Series courses are to be selected based on the wind direction prevailing shortly before the start. The Bay Race Series charts in the Racing Manual shows the course numbers for these directions. Where the wind direction is variable or borderline with the table listings indicated the Start Boat makes the selection between courses and announces the appropriate course number.

The Sound Race courses and their turning marks are selected using the Sound chart with consideration for prevailing wind speed and direction, current speed and direction during the race period and other known boating events occurring during the race period. Other events and turning marks close to major boating channels or heavily fished areas would normally be avoided to prevent conflicts. Care should also be taken when determining which direction turns are made around each turning mark to avoid boats approaching the mark having to cross paths with those already having rounded.

The Adair Cup Race will be a day race, with every effort to make it a lengthy, extended race.

A. Pre-Race Preparation

1. Equipment necessary for participating in the race should be collected, checked and brought aboard each boat. This includes the Race Manual, operational/working horn(s) (optional), VHF radio, flash light, watch with second hand/digits (GPS unit preferred), pencils/pens, and paper.
2. Check watch and set time to GPS; check weather via NOAA reports before embarking.
Note: The Start time and finish times are to be taken and noted for reporting via email to the nearest second (hour, minute, second; HH, MM, SS) in GPS time.
3. A good race selection includes a weather leg at the start- recheck your chosen course to make sure the wind hasn't shifted and that you are providing a good beat. If a wind shift should occur, and time does not allow for resetting the line, it is possible to signal a postponement and choose a different course. *The Start Boat for the day makes the final decision.*

B. Duties of the Start Boat

1. The Start Boat should establish the course based upon the wind and weather conditions. This can be established with the assistance of the other racers. The Start Boat will announce the course over the radio to all racers as they check in. The Start Boat will, using an air horn and/or over the radio begin the start sequence countdown.

C. At the Start

1. The Race Starting Process is as Follows:

If an air horn is available the Start Boat may blast the horn a few times about a minute prior to the starting sequence to gain attention. Otherwise the Start Boat should use the VHF radio (channel 69) to gain the racers attention and then to announce the countdown and start the race.

Sequence Alert	Start time minus 6 minutes	multiple rapid horn signals
Warning Signal	Start time minus 5 minutes	one short horn signal
Preparatory Signal	Start time minus 4 minutes	one short horn signal
One-minute	Start time minus 1 minute	one long horn signal
Start	Start time minus 0 minutes	one short horn signal

2. The boats are responsible to make a proper start; failure to do so results in a DNS.

3. General Recall: If more than three boats are over the starting line early a General Recall should be given. Two horn blasts are sounded or a radio announcement must be made. The Starting Sequence is then restarted at a reasonable time thereafter using the same six-minute starting sequence of horn sounds.

Be careful to record the actual start time.

Recall Example: 1930 Hrs. - Intended start
1930:10 secs. Two horns - RECALL

Start Example: 19:34 Blast the horn a few times to gain attention.

19:35 a horn blast is given - WARNING SIGNAL

19:36 a horn blast is given - PREPARATORY SIGNAL

19:39 a **long** horn blast is given – ONE-MINUTE

19:40 a horn blast is given - START

D. The Finish

1. As the first boat crosses the finish line they must record their time as HH:MM:SS absolute time, and then announce over the radio to the other racers that they have completed the race. As each subsequent boat crosses the finish line, they should also record their time and announce their status to the remaining racers.

NOTE: Any boat that abandons the race should announce this decision to the other racers as a matter of courtesy. They should also report this to the race scorekeeper.

2. If a boat intends to file protest, they should notify the captain of the other boat(s) involved in the protest immediately upon the completion of the race. All boats should

then report the incident to the Race Chairperson within 48 hours of the finish of the race using the official Protest Forms, which are included at the end of the Racing Manual. The racers will then forward their protest to the Racing Chair, or his designee, within 48 hours of the finish of the race. The Race Committee need not do anything other than alert the Chair and the scorekeeper.

3. Each racer must submit their finish time and other information as outlined earlier in the Racing Manual within 72 hours of the completion of the race. The information should be submitted via email to the ELYC and scorekeeper email accounts.

Note: The ELYC Racing Manual provides for racing by club rated vessels, unrated club vessels and guests invited to race in club sanctioned events. The unrated vessels or guests are to keep clear of rated racing vessels during the start period, the race itself and when approaching the finish line and after finishing. They also shall not obstruct or impair visibility of the lines or of the Race Committee boat. **Such vessels have no protest rights over a rated vessel racing in the event.**

E. Postponement, Abandoned Race

Should the wind die or conditions are unsuitable for the start of a race, a postponement should be signaled over the VHF radio on channel 69. If the conditions improve to sail the race, the normal start sequence should be started.

The Start Boat may postpone or abandon any race when it feels that weather or other conditions merit such action. Postponements and abandoned races will be indicated by three blasts of the horn and/or notification on VHF Channel 69. Sound Races maybe rescheduled, Bay Series Races will not be rescheduled if abandoned.

ELYC Racing Ratings March 8, 2015

<u>Vessel Name</u>	<u>Sail No.</u>	<u>Owner</u>	<u>Type</u>	<u>ELYC Rating</u>
Aquene	None	Holm	Ben 423	153
Black Magic	53185	Black	C&C 35-3	132
Bright Star	255	Tucker	Cat 42 DK	105
Chutzpah	354	Grossman	Htr 37 ctr	156
Cresm	798	Matheson	Cat 36TM	159
Elixir	853	Denny	Psn 30	186
Etesian	None	Lomuscio	PY 23	240
Grendel	None	Morcef	O'Day 25	264
Kismet	None	Lassen	LH 38	135
Mercy	100	Mc Elroy	HR 36	168
Misconduct	None	Rogers	O'Day 23	240
Mordelaise	None	Gerlach	Island30Bah	192
Old Friends	661	Potenza	Psn 30	195
Perfect Drift	1725	Martin	Cat 36-2 SD	156
Risses Pieces		O'Neill	Psn 30	183
Rose of York	14308	Whiteley	PSN 10M	165
Shadow	K	Adair	Seafr Kestrel	276
Stephanie Q	None	Quarles	Bav 40 SD	141
Tailwind	31454	Casey	Sbr30 SD	192
Westwind	74	Bomkamp	Cal 9.2R	162
Winds of Morning	839	McNerney	Cor 25	228
Wings	94	Winger	Cat 380	129

Note: ELYC ratings are computed from the data submitted by the vessel owner to the ELYC Rating Committee on the format sheets accompanying the Racing Rules or earlier sheets if no changes have been made to the vessel.

Note About Additional Documents

1. The Bay Series charts and Sound chart is distributed as a separate document with the protest form. This is to provide more user-friendly printing and updating of each piece of the Racing Rules.
2. The course distances document is also distributed as a separate document. This document will become available once the GPS locations of all of the marks are available, and the course distances have been calculated.