

# Spencer Weersing MC Scow Regatta

August 27 & 28, 2022

White Lake Yacht Club

6748 South Shore Drive, Whitehall, MI 49461

## SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 Boats shall be subject to the MC Class Rules, except as noted in the Notice of Race (NOR), the Sailing Instructions (SI), or any Additional Sailing Instructions (ASI).
- 1.3 US Sailing Prescription Appendix T, sections T1, T2, and T4 will apply.
- 1.4 Rule 41 "Outside Help" is modified so that an MC who capsizes may receive outside assistance, without penalty, and may continue to race so long as she sails the entire course and finishes properly.
- 1.5 Only one sail number may be used for each boat. Any changes must be approved by the PRO (Principal Race Officer).
- 1.6 RRS 44.2 is changed to a one-turn penalty. All remaining rule verbiage in 44.2 remains the same as written.

### 2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board which is located in the front of WLYC (White Lake Yacht Club).

### 3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.2 On the water changes to the Sailing Instructions will be given after the L flag is displayed on the signal boat. Changes will be announced on the designated VHF channel 73 and / or by Loud Hailer. This changes RRS 90.2 and Race Signals.

### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on or near the WLYC flagpole located at the front of the club.
- 4.2 When the Answering Pennant ("AP") is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes in the Race Signals AP'.

### 5 SCHEDULE OF RACES – Posted times are for the warning signal. A total of six (6) races are scheduled.

- 5.1 Daily Schedules:

Saturday 8/27/22. Four (4) races are scheduled with 1<sup>st</sup> race warning signal at 10:30 am. Second race (and remaining races) immediately to follow OR at the discretion of the PRO. Notification will be made on VHF channel 73 and / or loud hailer of the Race Committee's intent to continue races or provide lunch break.

Sunday 8/28/22. Two (2) races are scheduled with the 1<sup>st</sup> race warning signal at 10:30 am. Second race immediately to follow. If the four races on Saturday were not completed, the PRO may elect to make up any / all of those races.

5.2 No warning signal will be made after 2:30 pm on Sunday 8/28/22.

6 CLASS FLAG – The MC class flag shall be used with the warning signal.

## 7 THE COURSE

7.1 Race Course Illustrations will be posted on the Official Notice board.

7.2 No later than the warning signal, the race committee signal boat will display the course and the approximate bearing of the first leg.

7.3 An "Offset" mark may be set 90 degrees at a distance of approximately 50 yards from the windward mark. If the Windward mark or the offset mark is missing, and no Code Flag "M" is displayed in its place, only the remaining mark shall be left to port.

7.4 Gate marks will be used for all races. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If either gate mark is missing, and no Code Flag "M" is displayed in its place, only the remaining mark shall be left to port.

## 8 MARKS

8.1 All marks will be orange. Change marks will also be orange.

8.2 The Race Committee Signal Boat may deploy a limit mark ("Keep away" buoy), which shall rank as a starting mark. Any boat touching this buoy will have broken rule 31 and shall act in accordance with RRS 44.1. Boats shall not pass between this buoy and the Signal Boat when approaching the line to start. The area between the limit mark ("keep away buoy") and the Signal Boat does not rank as an obstruction for the purposes of RRS 18, 19, and 20.

## 9 THE START

9.1 Races will be started by using rule 26, with the warning signal given 5 minutes before the starting signal.

9.2 The starting line will be between a staff displaying an orange flag, on the Race Committee Signal Boat at the starboard end of the line, and the course side of the port end starting mark.

9.3 A boat starting later than 10 minutes after her starting signal will be scored DNS (Did Not Start). This changes RRS Rule A 4.

## 10 INDIVIDUAL RECALLS

Individual recalls will be signaled in accordance with RRS 29.1. The race committee will endeavor to hail any boat recalled on VHF channel 73 and may also be hailed on loud hailer. Failure to receive the VHF transmission, or hail to be made, or the order of VHF transmission or hails made, shall not be

cause for redress. VHF radio transmission(s) and / or hails are for courtesy only. It is each skipper's responsibility to make a proper start.

## 11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the Race Committee will lay a new mark and remove the old one (or finish line) as soon as practicable. When in a subsequent change, a new mark is replaced, it will be replaced by an original mark.

11.2 Course changes of less than 5 degrees may be made with no signal and no change of mark color. This changes RRS 33.

## 12 THE FINISH

12.1 The finish line will be between a staff displaying a blue flag on the race committee boat and the nearby finishing mark.

12.2 For a downwind finish, the finish line will be between the gate marks. The Race Committee finish boat shall be anchored next to the gate mark. For proper visibility the Race Committee boat may tie the mark to the boat. The Race Committee finish boat is a mark of the course and shall be treated accordingly.

## 13 PENALTY SYSTEM

13.1 After a race, a boat that may have broken a rule of Part 2 or Rule 31 while racing may take a post-race penalty for that incident.

13.2 Post race penalties shall be:

- a. 20% if taken before protest time limit. (Minimum 2 places)
- b. 30% if taken after the protest time limit but before the beginning of a hearing involving the incident. (minimum 3 places)

13.3 Secured positions – If the race committee deems it necessary in order to maintain the regatta schedule, and at the sole discretion of the Race Committee, the Race Committee may “secure” the position of any boat in the race and will score that boat in that position as if they have actually finished the race in that position. This modifies Rule 35, A4, A5 and changes the definition of “Finish”.

## 14 TIME LIMITS

14.1 Time limit for each race is 2 hours.

14.2 Boats who have not finished their race in 2 hours and 15 minutes will be scored point(s) equal to the number of finishers plus 2 points.

14.3 If no boat has passed the Mark 1 within 30 minutes, the race will be cancelled.

## 15 PROTESTS AND REQUEST FOR REDRESS

15.1 A boat intending to protest about an incident that occurs in the racing area shall notify the finish boat after all boats have finished. Any attempt to notify the finish boat before all boats have finished, may be ignored. This changes RRS 61.1a.

15.2 Protest forms are available near the Official Notice Board.

- 15.3 The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same limit applies to protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes rule 61.3 and 62.2.
- 15.4 Notices will be posted within 30 minutes of the protest time limit, to inform competitors of hearing in which they are parties or named as witnesses. Hearing will be held in the sailing school room located at the White Lake Yacht Club (West side) beginning at the time posted on the notice board.
- 15.5 A protesting skipper and the protested skipper must remain within call of the arbitrator, protest committee, or at the discretion of the arbitrator or protest committee. The protest can be allowed or disallowed.

## 16 PROTEST ARBITRATION

- 16.1 Rule 44 is modified to allow a boat either to take the penalty described in RRS 44.1, 44.2, and as modified by these Sailing Instructions while on the water or to take a 40% Scoring Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the infringement before arbitration or by accepting the opinion of the arbitrator. After a protest has been lodged, one designated representative from each boat, who shall have been on the boat when the incident occurred, may appear together before an arbitrator appointed by the protest committee. No witnesses shall be allowed. The arbitrator will have each party describe the incident, limiting each party to approximately two minutes. After hearing the testimony, the arbitrator will express one of the following conclusions: 1.) No rule was broken. The protester has the option of withdrawing the protest. If he / she decides to do so, he signs to this effect on the protest form. The protest is then withdrawn and shall not be reopened or appealed. If the protester does not withdraw the protest, it will be submitted to the protest committee in the normal manner. 2.) A rule was broken by one of the boats involved. The representative of the offending boat has the option of either accepting a 40% penalty or submitting the matter to the protest committee for a protest hearing. If the penalty is accepted, the matter is closed and cannot be submitted to a hearing, be reopened, appealed or submitted for redress.
- 16.2 Applications of the 40% penalty shall be calculated in accordance with rule 44.3, except that the penalty is modified to read 40%. (Minimum 4 places)

## 17 SCORING

- 17.1 The low point scoring system in Appendix A of the RRS will apply.
- 17.2 There will be one "throw out" race allowed after the fleet has completed six (6) races.
- 17.3 One race must be completed to constitute a regatta.

## 18 SAFETY REGULATIONS

- 18.1 Each competitor, including skipper and crew, Parent or legal guardian, is ultimately responsible for such competitor's safety.
- 18.2 A boat that retires from a race shall notify a RC boat before leaving the racing area, or if that is not possible, notify a regatta official at Regatta headquarters immediately upon arrival on shore.
- 18.3 Boats that are not leaving the harbor to race shall inform the Race Committee prior to the start of the first race of the day.
- 18.4 A boat that breaks SI 18.1, SI 18.2, or SI 18.3 may receive (without a hearing), a warning, a penalty, or a disqualification. This changes RRS 63.

## 19 RADIO COMMUNICATIONS

19.1 A boat shall neither make radio transmissions while racing, nor receive special radio communications not available to all boats.

19.2 This restriction also applies to cell phones.

## 20 COURTESY BROADCASTS

A designated observer may report all visual signals displayed by the Race Committee on VHF channel 73. Information provided is provided as a courtesy to the competitors and does not in any way alter the competitor's responsibility to observe the Race Committee visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be considered as grounds for redress under RRS 62.

## 21 PRIZES

Prizes will be awarded to the top five (5) regatta finishers.

## 22 TRASH DISPOSAL

Trash may be placed aboard Race Committee boats or race safety support boats.

## 23 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk, see RRS 4 decision to race. The organizing authority will not accept any liability for material damage, or personal injury, or death, sustained in conjunction with, or prior to, during, or after the regatta.

## 24 Risk Statement

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

**Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other cases.**