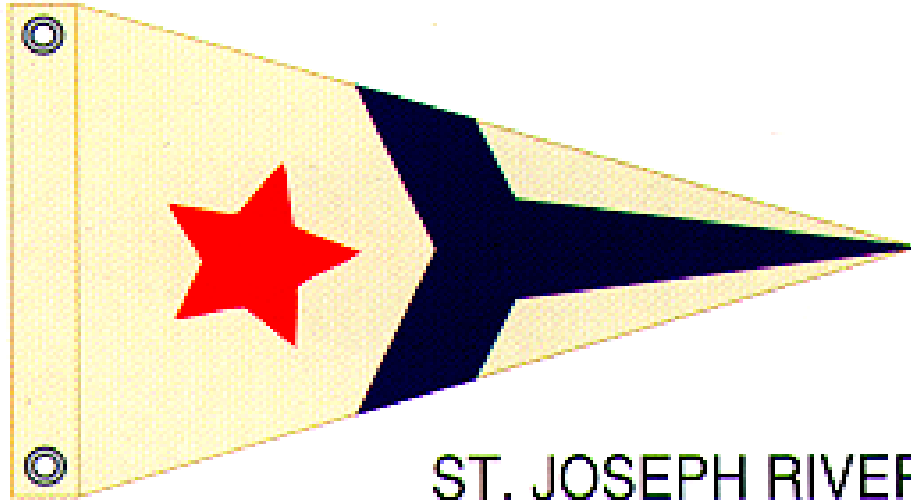


SJRYC SAILING INSTRUCTIONS



ST. JOSEPH RIVER
YACHT CLUB

2010

Revised 4/25/2010

RACING RULES

All St. Joseph River Yacht Club Sail Races will be conducted according to the 2009-2012 rules as published by US Sailing (as amended by this manual and instructions provided at skipper's meetings. The current US SAILING rules book will form the basis for race management, starting and finishing procedures, sailing rules, and protests except where otherwise noted in these sailing instructions.

SKIPPER'S MEETINGS

Except as noted in the specific race instructions for individual races, skipper's meetings will be held at the starting area as shown on the SJRYC Race Courses handout. Race instructions will be announced over the radio on channel 69. Race Courses will be preset courses indicated by numbers as shown on the SJRYC Race Courses handout or as announced by the race committee.

Each yacht must check-in with the race committee via radio and by passing the stern of the race committee boat prior to the first preparatory signal. Each yacht must display a section streamer, (which will be provided by the Race Committee) its sail number or boat name. It is each boat's responsibility to be sure that the race committee has acknowledged their boat. Failure to both contact the race committee by radio and pass by the stern of the race committee boat for acknowledgement will result in the boat not being scored as a starter. There are no exceptions.

COMMUNICATIONS/SIGNALS

Monitoring VHF radio channel 69 is required from the time you leave your dock until you have returned to your dock. Channel 69 will be used for all race instructions before, during and after the race including but not limited to: racecourse, start sequence, individual and general recalls, shortening of course and any other situation that would require race committee signals.

Flags will be flown to signal start times as noted below. Delays in starting the race will be indicated by a flag from the race committee with two short sounds. A copy of the race schedule is included with these instructions.

Changes to scheduled race times or dates will be e-mailed to each skipper and posted on the SJRYC web site. On days with inclement weather you may call the SJRYC at 269-983-6393 to see if the race has been cancelled. If time allows we will also try to send out an email.

COURSES

The race committee will select a course from the published courses set forth in these sailing instructions based on the wind direction and lake conditions. Each spinnaker course will try to have at least one windward leeward leg when wind conditions allow. Modifications to published courses must be approved by the race committee and the fleet captain or fleet vice commodore.

STARTING and FINISHING TIMES

All starting and finishing times will be based on GPS time corrected to Eastern Time, as applicable in St. Joseph, Michigan.

The starting sequence for all races will be as follows (Gun may be replaced by a horn or radio call by the race committee):

Warning: (Section Flag raised -- gun) 5 minutes to start
Preparatory: (Blue Flag raised -- gun) 4 minutes to start
One Minute: (Blue Flag lowered -- gun) 1 minute to start
Start: (gun and New Section Flag Up) Start of Race
Start of race is Warning for next section 5 minutes to start

Sections will *usually* start in the following order:

1st – JAM (Jam 2 then Jam 1)
2nd – Spinnaker (Spinnaker 2 then Spinnaker 1)

The Race Committee may at times change the starting order.

Finish Times: If a committee boat is not at the finish, boats are responsible for recording their own finish times. Times are to be recorded at the Club immediately after the race. Finish times not recorded at the Club can be reported to the Fleet Captain until 18:00 hours on the night following the race. Corrected times will be calculated and the official results will be posted on the SJRYC web page, usually within 24 hours.

TIME LIMITS

For all buoy races, the first boat in the fleet must finish **within 2 hours of the start** for the race to count. Time limits for all special races will be announced at the skipper's meeting. **The absolute time limit for finishers will be 1 hour after the first boat in each section finishes.**

ABANDONMENT AND POSTPONEMENT

In making decisions on race abandonment or postponements, the safety of all racers will be considered. However, each skipper or owner must assume full responsibility for his/her yacht's and crew's safety. The decision to abandon or postpone a race will be made by the race committee, Fleet Captain, Fleet Vice Commodore, or any other Flag Officer of the Club in the absence of the aforementioned.

SAFETY EQUIPMENT

All required safety equipment as defined by Coast Guard regulations, as well as state law is to be carried. As with the decision to race, each skipper or owner must assume full responsibility for the safety of his or her crew. Life jackets must be worn at the start and finish of each race by every crewmember. The Race Committee reserves the right to declare any race a "Lifejacket Mandatory" if the conditions warrant. Failure to comply will result in an immediate DSQ. No appeals. Lifejacket Mandatory races will be signaled by use of the Code Flag "Y".

SECTIONS

Boats will be separated into two sections for the spring & summer series races as indicated on the schedule as follows:

- Section I – Spinnaker boats - low handicaps
- Section II – Spinnaker boats – high handicaps
- Section III – JAM - low handicaps
- Section IV – JAM – high handicaps

Section splits will be determined after all boats have registered. Sections may be reduced to one each for Spinnaker and JAM if there are not enough boats to make 2 sections.

SCORING

Boats will be scored using a handicap from one of the following ways, a current LMPHRF certificate, a copy of an old certificate or if either one of those is unavailable, the Race Committee will go to the US Sailing PHRF website http://www.ussailing.org/phrf/Tool_%20HI_LO_AVG%20Report.pdf and use the average rating for your make, size and model of boat. Any boat entering the series late will be scored the maximum points for each race prior to their joining.

Measurement, Handicap and Class Rules to be used are as follows: LMPHRF and LMPHRF/JAM

PHRF is a locally administered handicapping system that uses the perceived speed potential of a yacht as the basis for the handicap. An initial handicap is assigned based on comparisons with similar yachts. The handicap may then be adjusted based on the performance of the class of the yacht. In most fleets there is no credit for lack of sailing skill or boat preparation. The handicap is based on the yacht being sailed by a top notch crew with the best equipment. The PHRF system handicaps yachts, not sailors.

Since the handicap is administered locally, you must contact the fleet that assigns the handicaps for your area to obtain a handicap

Each LMPHRF and LMPHRF/JAM boat will be ranked by her corrected time within her class. The lowest corrected time wins.

The fleet will be scored using software provided to the SJRYC by The Regatta Network. All sections will be scored using Time on Time (TOT). All sections will be scored using PHRF Time on Time rating system. The race committee will determine the B factor by estimating the average wind speed during the race. The A factor will be 650. (See the following definitions) The Race Committee will attempt to have the finish results shortly after the conclusion of the race, however no later than 24 hours from the finish of the race.

Series races will be scored on a low point basis with 1 point being awarded to the first place boats, 2 to 2nd, 3 for 3rd, and so on. If a boat starts but does not finish a race (DNF), its score for that race will be the number of entrants in the race. If a boat is disqualified (DSQ), its score for that race will be the number of entrants in the race plus 1. If a boat does not compete in a race (DNS), its score for that race will be the number of boats in the fleet at the time of the race. Abandoned or cancelled races will be rescheduled if a make-up day is available. If a make-up day cannot be established before the end of the racing season, the abandoned race will not be carried in the race results.

Boats will be allowed to drop races from their score sheets as follows:

- Spring Series – 1 automatic drop.
- Summer Series – 1 automatic drop.

Boat of the Year (separately computed for Spinnaker and JAM) will be calculated as follows:

- Total points for each Series after the throw out will be added, low point total wins.
- In the event of a tie, US Sailing rules will apply.

Time on Time Scoring for PHRF[®]

by John Collins

The vast majority of handicap racing in North America is scored by the Time on Distance (TOD) method. Here a fixed time allowance, based on the length of the course, is used to compute the corrected time. An advantage of TOD is that is simple and you can tell exactly where you stand at any point in the race.

In Europe the Time On Time (TOT) scoring method is popular. Here the time allowance for a given race depends on the time of the race. The reasoning being that smaller boats are at a disadvantage if the race is a slow race if the time allowance doesn't change to account for the conditions of the race. This TOT method is only slightly harder to understand than TOD as the allowance at any point in the race can be affected by a change of conditions later in the race.

Over the past few years a number of PHRF fleets have started using TOT scoring. It has been found to help some when there is a very large handicap spread in a class or if the race conditions are "abnormal". The following is a TOT conversion formula that is commonly used to convert the standard PHRF TOD handicap into a TOT Time Correction Factor (TCF).

$$\text{TCF} = \frac{\text{A}}{\text{B} + \text{PHRF}}$$

The denominator, B + PHRF, is the number of seconds it takes to sail a nautical mile in the expected conditions. Another way to look at it is that the denominator divided into 3600 is the average rhumb line boat speed in knots. Here are some commonly used B factors:

B Factor	When used
480	Heavy air or all off the wind
550	"Average" conditions
650	Very light air or all windward work

There are no hard and fast rules for selecting the B coefficient. Basically, the lower you select it, the more favorable it will be to the slower boats.

The numerator, A, is merely a coefficient that makes a "nice" looking TCF. Select it so that the TCF for the middle of the fleet is about 1.000. The A coefficient has absolutely no effect on the corrected finish order. Changing it will only affect the various margins. Thus if your middle handicap is about 100 and your conditions are average, then the TCF formula would look like the following:

$$\text{TCF} = \frac{650}{550 + \text{PHRF}}$$

To get the corrected time, simply multiply the elapsed time by the TCF.

TOT scoring is not a cure-all for all the inequities of handicapping. TOT scoring will not turn a fleet upside down. It usually does not affect the top boats. It usually moves the boats in the middle around a little. If the handicap spread in a class is large, it will tend to tighten things up a bit.

PROTESTS and REDRESS

All protests or redress requests will be handled in compliance with Section 60 of the 2005-2008 rules as published by US Sailing. The race committee and Fleet Captain will organize the protest committee. The protest committee shall consist of the Fleet Captain and two skippers from each section -- 1 active member and 1 backup. Protest hearings will be in front of a three-member panel from the protest committee. The representative from the section including the interested parties shall be replaced by one of the back-up representatives from one of the other sections.

The Protesting skipper MUST:

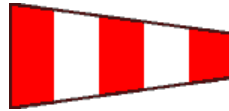
- At the first reasonable opportunity, inform the other yacht by hailing 'protest'.
- Fly the protest flag at the first reasonable opportunity. The protest flag shall be Code "B" or a red rectangular flag.
- Notify the Committee Boat upon finishing or retiring from the race of the nature of the protest and the name of the protested yacht.
- Submit to the protest committee a written protest on or before the commencement of the protest meeting. Protest forms can be obtained from the website or at the Clubhouse. Protest form at back of Sailing Instructions.

STARTING SEQUENCES:

5 minutes	----Section flag(s) up
4 minutes	----Blue flag up
1 minute	----Blue flag down
Start	----Section flag down New section flag(s) up for next section start



Section 1

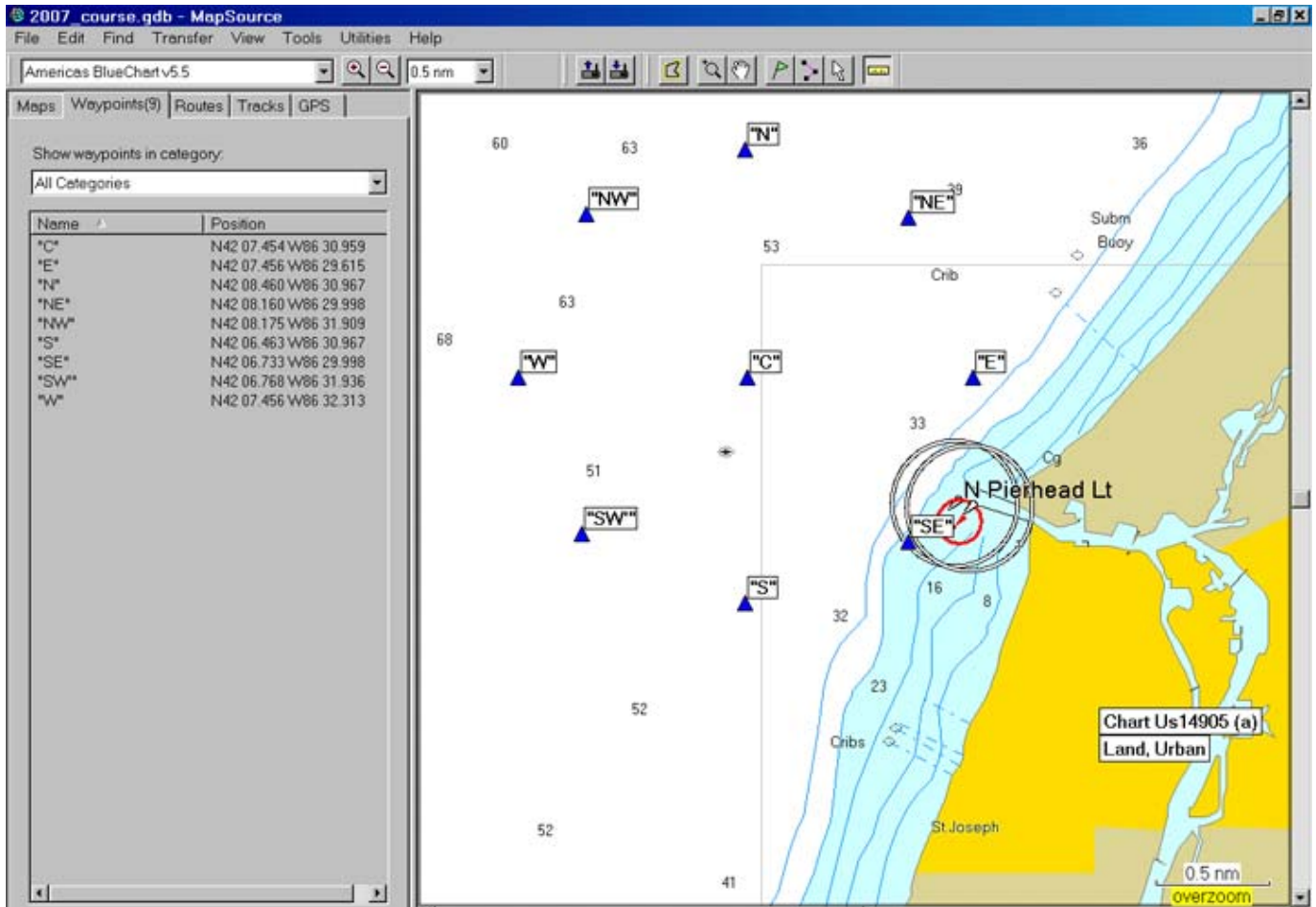


*DELAY -
DOWN 1 MINUTE BEFROE START*



Section 3

APPENDIX B **RACING MARKERS and LOCATIONS**



APPENDIX C –

STANDARD COURSES

N0.	Heading	start	1st	2nd	3rd	4th	5th	6th	MI	X2	Description
1	360	C	N	C					2	4	Short W/L
2	45	C	NE	C					2	4	Short W/L
3	90	C	E	C					2	4	Short W/L
4	135	C	SE	C					2	4	Short W/L
5	180	C	S	C					2	4	Short W/L
6	225	C	SW	C					2	4	Short W/L
7	270	C	W	C					2	4	Short W/L
8	315	C	NW	C					2	4	Short W/L
9	21	SE	E	SE					1.56	3.12	Short W/L
10	23	S	NE	S					3.69	7.38	Short W/L
11	360	C	N	S	C				4	8	Longer W/L
12	45	C	NE	SW	C				4	8	Longer W/L
13	90	C	E	W	C				4	8	Longer W/L
14	135	C	SE	NW	C				4	8	Longer W/L
15	180	C	S	N	C				4	8	Longer W/L
16	225	C	SW	NE	C				4	8	Longer W/L
17	270	C	W	E	C				4	8	Longer W/L
18	315	C	NW	SE	C				4	8	Longer W/L
19	360	C	N	W	C				3.4	6.8	Triangle
20	315	C	NW	SW	C				3.4	6.8	Triangle
21	270	C	W	S	C				3.4	6.8	Triangle
22	225	C	SW	SE	C				3.4	6.8	Triangle
23	180	C	S	E	C				3.4	6.8	Triangle
24	135	C	SE	NE	C				3.4	6.8	Triangle
25	90	C	E	N	C				3.4	6.8	Triangle
26	45	C	NE	NW	C				3.4	6.8	Triangle
27	21	SE	E	C	SE				2.79	5.58	Triangle
28	23	S	NE	NW	S				5.12	10.24	Triangle
29	360	C	N	W	S	C			4.84	9.68	Longer Triangle
30	315	C	NW	SW	SE	C			4.84	9.68	Longer Triangle
31	270	C	W	S	E	C			4.84	9.68	Longer Triangle
32	225	C	SW	SE	NE	C			4.84	9.68	Longer Triangle
33	180	C	S	E	N	C			4.84	9.68	Longer Triangle
34	135	C	SE	NE	NW	C			4.84	9.68	Longer Triangle
35	90	C	E	N	W	C			4.84	9.68	Longer Triangle
36	45	C	NE	NW	SW	C			4.84	9.68	Longer Triangle
37	360	S	N	W	S	N	S		8.85		Olympic
38	315	SE	NW	SW	SE	NW	SE		8.85		Olympic
39	270	E	W	S	E	W	E		8.85		Olympic
40	225	NE	SW	SE	NE	SW	NE		8.85		Olympic
41	180	N	S	E	N	SW	N		8.85		Olympic
42	135	NW	SE	NE	NW	SE	NW		8.85		Olympic
43	90	W	E	N	W	E	W		8.85		Olympic
44	45	SW	NE	NW	SW	NE	SW		8.85		Olympic
45	330	S.Pier	N	S. Pier					3.7	7.4	S. Pier start
46	330	S.Pier	N	SW	S. Pier				5.34	10.68	S. Pier start
47	309	S.Pier	NW	SW	S. Pier				5.16	10.32	S. Pier start
48	351	S.Pier	NE	SW	S. Pier				4.97	9.94	S. Pier start
49	351	S.Pier	NE	W	S. Pier	NE	S.Pier		7.81	15.62	S. Pier start

St. Joseph River Yacht Club



2010 Race Fleet Application

PLEASE REMIT TO:

St. Joseph River Yacht Club
Attention: Vice Commodore of Sail
P.O. Box 3
St. Joseph, MI 49085

Skipper's Name: _____ Phone(h) _____

Address: Street _____ Phone(w) _____

City, State, Zip _____ Cell Phone _____

Boat Name _____ Sail Number _____

Boat Type _____ Boat LOA _____

Marina _____ Slip # _____

PRHF Ratings: Spinnaker _____ Jam _____

***A copy of your PHRF Certificate is required. If no current certificate is available, the RC will assign you one. Please include with this application or remit to the Vice Commodore of Sail at the first opportunity.

Section Section I (Jam \leq phrf 180)
 Section II (Jam $>$ phrf 181)
 Section III (Spinnaker)

The fee for this year's race fleet is \$125 and should accompany this application. First year racers (those who have not participated in the last 3 years) do not need to be SJRYC Members. Returning racers must be members or on the wait list to participate in the Wednesday night series.

Check enclosed
 VISA MASTERCARD Acct. No: _____
 American Express Expires: _____

Signature of Card Holder: _____ Date: _____

