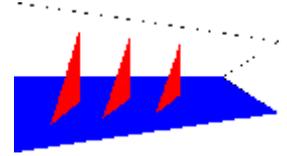


# Concord Yacht Club



## 2020 Winter Keelboat Series

### NOR / SAILING INSTRUCTIONS (SI)

Revised January 16, 2020

**Organizing Authority:** Concord Yacht Club, 11600 W. Northshore Dr., Knoxville, TN

**Rules:** The CYC Winter Keelboat Series will be conducted in accordance with the Racing Rules of Sailing (RRS), 2017-2020 edition, as modified by these Sailing Instructions (SI's).

**Dates and Times:** The Winter Keelboat Series will be held on Sunday, December 8th, 2019, and thereafter on Saturdays from December 14th through March 7th. Refer to the 2019/2020 Racing Schedule on the CYC web site and on the CYC bulletin board for exact dates. The First Horn on each race will be at 1:00pm unless delayed at the discretion of the PRO or the 1st or 2nd Vice Commodore.

**Weather and Safety:** The minimum weather conditions for the Winter Keelboat Series are: temperature at least 40 F, no precipitation, and at least three mph of sustained breeze at the starting signal. Sailors and Race Committee (RC) members may be exposed to cold temperatures and wind chill for hours on frigid waters. Dress to avoid hypothermia. The 2nd Vice Commodore will check the weather forecast on Thursday or Friday prior to race day. If the temperature is forecast to be below 40 degrees at 1:00 pm on race day or if other hazardous conditions are forecast, he will cancel the races.

The primary committee boat will be the Avon pontoon boat. The primary safety boat will be the Triumph center console boat. The old pontoon boat may be used as a back-up committee or safety boat. During the Winter Series, both a committee boat and a safety boat will be used. Note that if the pontoon boat is inoperative during the Winter Keelboat Series and another suitable boat cannot be found, racing will be canceled. If a boat or sailor has a safety issue, competitors on the closest boat(s) are required to render assistance. The RC will take your sportsmanship into consideration and may redress the order of finish for that race accordingly. All boats should monitor VHF radio channel 69 for signal purposes, however, competitors will not use radios to gain a competitive advantage. Single-handed sailors will wear a PFD at all times during the Winter Series. If white caps are on the water or strong gusty wind conditions prevail, the RC will fly the red and yellow "Y" flag directing that all competitors will wear their PFD's. Boats violating this rule will receive a score of DSQ,

**Disclaimer:** Competitors participate in sailboat racing entirely at their own risk. See RRS 4, Decision to Race, "The responsibility of a boat's decision to participate in a race or to continue racing is theirs alone." CYC will not accept any liability for property damage, personal injury or death sustained in conjunction with, prior to, during or after racing.

**Minimum Competitors:** Unless at least three boats are present to race on any given day, that day's races will be cancelled. At least three boats of a class must be present in any individual race for the race to be scored.

**Sail Numbers:** Boats do not need to have class approved or matching sail numbers in order to compete, as long as the boat can be clearly identified by the RC.

**Registration:** All competitors must check in with the RC on shore prior to the first race or let them know on the water prior to the first horn or flag of their intent to race. Competitors will ensure that the RC has the skipper's name, sail number and boat type.

**Retiring from a Race:** A retiring boat shall notify the RC as soon as possible.

**Class Rules:** Skippers will ensure that their boats conform to their class rules. However, non-conforming boats may compete for awards provided their PHRFs have been adjusted to account for material class rule deviations. The PRO will note any such discrepancies on the score sheet. Failure to notify the PRO or 1st Vice Commodore of class rule discrepancies will result in disqualification from any and all races that they have sailed in violation of this notification requirement. Such disqualification may not be dropped from the series score. The penalty for such disqualification will be race points equal to the highest number of boats competing in the series plus 2.

**Notices and Changes:** Notices to competitors and updates to the SI will be posted on the Club bulletin board and on the Club web site.

**Commercial Traffic:** In the event that a barge passes through the racing area, a race in progress may be abandoned at the discretion of the RC. Three blasts from the horn will signal abandonment. Competitors will immediately get clear of the commercial traffic. If necessary, competitors will clear themselves prior to hearing any horn blasts.

**Safe Harbor Area:** An area west of a line from the green navigational light in front of CYC to the No Wake buoys southwest of CYC shall be designated a "Safe Harbor Area". Courses shall not include this area, and competitors will avoid it while racing.

**Class Flags:** The class flag for Keelboats will be a white "K" on a black field.

**Courses:** Courses will be Windward/Leeward with the start/finish line approximately in the middle of the course. Neither the pin end of the starting line nor the committee boat will do double-duty as a mark of the course. The RC may, after consulting with competitors, schedule a race to Cox Light and back to CYC. Cox Light race results will be counted twice for series scoring. All marks will be left to port, regardless of which side of the RC boat the pin is set. The fleet will typically use the same line for starting and finishing. The line will be open and boats may sail through it as they navigate the course unless otherwise instructed by the RC. The course configuration will be posted on the port side of the RC boat. The course may change from race to race, therefore, competitors should check the RC boat prior to each start. The RC may shift the course between races to maintain alignment with the wind as it changes throughout the day.

**Marks:** Marks may be a combination of inflatable and government markers (Green Can Buoys or Red Nun Buoys). Government markers are designated A-G, as shown in the

Club Handbook and in these SI's. Inflatable marks are designated W (windward), L (leeward) or O (offset). Gates will not be used.

**Start/Finish:** Races will be started using Rule 26. The Start/Finish line will be between the mast of the RC boat and the pin buoy which should be positioned on the port side of the RC boat. Several horn blasts in quick succession will signal that a race will be starting soon, but they are not required. Boats that have finished a race will not interfere with boats still racing.

For the Winter Keelboat Series, all Keelboats, spinnaker and non-spinnaker, shall be started together.

**Races:** The PRO should strive to run at least three races of approximately 45 minutes in length, given the prevailing wind and weather conditions. No races will be started after 4:30 pm.

**Time Limits:** If no boat has passed the first mark within 45 minutes of the start, or if no boat finishes the course within two hours, the race will be abandoned. Boats failing to finish a race within 30 minutes after the first boat properly finishes the course will be scored TLE (Time Limit Expired). Boats scored as TLE will receive a score one place worse than the last boat to properly finish. In order to be scored TLE a boat must be attempting to finish the race, i.e. proceeding with sails properly hoisted toward its next proper mark on the course. Boats that started properly but have doused sails and/or are no longer attempting to complete the course will be scored DNF (Did Not Finish). Boats scored as DNF will receive a score one place worse than the number of boats starting the race. The 30-minute signal to halt a race and implement TLE scoring will be three audible horn blasts (the signal for abandonment) or three similar sounds (whistle, etc.). This changes rules 35, A4 and A5. If the RC does not signal TLE, boats are to continue racing. TLE is not applicable to Cox Light races.

**Use of Radios:** The RC will use VHF channel 69 or another pre-arranged channel for all racing communications. The RC will exercise caution so that radio communications do not give competitors an unfair advantage. However, the RC reserves the right to make any necessary radio communications in the interest of safety, to signal the completion of the day's racing or to abandon a race.

**Protests:** A boat wishing to protest will inform the other boat(s) as per Rule 61.1. Unless the protested boat exonerates herself by performing the appropriate number of 360 degree turns, the protesting skipper will notify the RC before leaving the race course of the impending protest unless an emergency dictates otherwise. Upon arrival at the dock, the RC will sound a single extended signal marking the beginning of the 30-minute protest period during which the PRO will be available to receive written protest forms or to be informed by the protesting party that he/she will complete a protest form and submit it to the 1st Vice Commodore within 48 hours of the start of the protest period. Protests will not be valid unless the PRO is notified of such within the protest period. The PRO will communicate the nature of the protest to the 1st Vice Commodore who will convene a Protest Committee within two-weeks of the race date to hear the protest.

**Race Scoring:** Positions in each race will be determined using the PHRF handicap scoring system for keelboat fleets. Points for each race will be awarded using the Low-Point system in accordance with Rule A4. Rule A9 of the RRS is modified as follows:

- A boat that comes to the starting area but does not start will be awarded a DNS (Did Not Start) and will be scored the number of boats in that start plus 1. A DNS is excludable (may be used as a throw-out).
- Boats over the starting line early that do not properly restart will be awarded a score of OCS (On Course Side) and will be scored the number of boats in that start plus 1. An OCS is excludable.
- A registered boat that did not come to the starting area and thus did not start will be awarded a DNC (Did Not Compete) and will be scored the number of boats in that race plus 1. A DNC is excludable.
- A boat that started but retired or otherwise did not finish will be awarded a DNF (Did Not Finish) and will be scored the number of boats that started that race plus 1. A DNF is excludable.
- A boat disqualified from a race for reasons other than non-notification of a class rule violation is awarded a DSQ (Disqualified) and will be scored the number of boats that started that race plus 1. A DSQ is excludable.
- A boat disqualified for a class rule violation or other misconduct will be awarded a DGM (Disqualification Related to Misconduct) and will be scored the number of boats in the race plus 2 for each race affected. See rules 69.1 and 69.2(h)(2). A score of DGM is not excludable.

The RC will enter DNS, OCS, DNC, DNF, TLE, DSQ or DGM, as appropriate, on the score sheets.

**Series Scoring and Trophies:** The series will be scored on the Low-Point system as if it were a multi-day regatta. The drop rate for series scoring will be 50%. Races cancelled or abandoned will not count as a race. Series scoring will be scored on a per-boat, not per-skipper, basis. The intent is that a skipper can't earn points on multiple boats. Three boats are required, prior to completion of the Series, to constitute racing Keelboat Divisions, Spinnaker or Non-Spinnaker. The Non-Spinnaker Division may be further subdivided into Low and High-Handicap Classes if a minimum of three boats have competed in each class.

The scorekeeper will initially rank all Keelboat competitors, irrespective of Division/Class, as an Overall Combined Keelboat Fleet. If multiple Divisions/Classes are constituted, trophies will be awarded to the top finishers in each Division and/or Class based on their standings relative to each other. The number of trophies awarded for the Keelboat Divisions/Classes will be based upon the Table of Awards below.

If the Non-Spinnaker Division has enough participants (three per class) to be subdivided into Non-Spinnaker Low and High-Handicap Classes for scoring, each Class will be awarded trophies based on their standings in the Overall Combined Keelboat Fleet, relative to other boats in their class, and the Table of Awards.

If there aren't enough boats to create two Keelboat Divisions, Spinnaker and Non-Spinnaker, then the Division having three or more boats will be awarded their own

Division trophies based on their standings relative to each other in the Overall Combined Keelboat Fleet and the Table of Awards. If any of the boats of the type (Spinnaker or Non-Spinnaker) that didn't have enough of their type to constitute a Division are in the top of the combined standings, they will get an Overall Combined Fleet trophy corresponding to their position in the combined standings in accordance with the table below. For example, if the top boat without a Division is third in the combined scoring in a seven-boat fleet, it will receive a third place trophy. If the top boat without a Division is fourth in combined scoring in a seven-boat fleet, it will not qualify for a trophy.

In no case shall a boat that received a trophy based on its position in its Division or Class be awarded a second trophy based on its position in the Overall Combined Fleet.

### **Table of Awards**

<u>Number of Competing Skippers</u>	<u>Number of Awards</u>
3	1 (1 <sup>st</sup> Place)
4 – 6	2 (1 <sup>st</sup> 2 <sup>nd</sup> Place)
7 +	3 (1 <sup>st</sup> 2 <sup>nd</sup> 3 <sup>rd</sup> Place)

**Spinnaker / Non-Spinnaker Declaration:** Skippers will make an irrevocable declaration to either the PRO, 1st or 2nd Vice Commodore, or scoring official prior to each Series or Regatta as to whether they will be scored as a Spinnaker or Non-Spinnaker boat. In the absence of a declaration, boats will be scored based on their configuration in the first race or the Series or Regatta in which they compete.

## Table of Non-Spinnaker Class PHRF Ratings

Should there be at least three boats of each Low and High-Handicap Class, as per this table, the Non-Spinnaker Keelboat Division shall be scored in two separate classes. If you or your boat isn't listed here, we can assign a PHRF handicap to your boat and add you to the list. The listed boats and handicaps provided in the above list are subject to adds, deletes, and changes. To see the most current handicap listings, or if your boat is not listed, contact the CYC Handicap Administrator, Johnny Ballatin, at [jjb110@tds.net](mailto:jjb110@tds.net).

### Non-Spinnaker Low HC

Tim Fox	S2 9.1	138
Unknown Skipper	C&C 35 Mk1	139
Tom Sears	Hunter 33	172
Sigrid Johnson	C&C 35	173
Mike Galloway	J/24	177
Dwight Guinn	Seaward 32	180
George Brown	Seaward 32	180
Dana Dawson	Sonar 23	182
Max Dawson	Impulse 21	188
Phillip Spurlin	Impulse 21	188
Elizabeth Spica	Cal 28-2	189
Mark Van Doren	San Juan 28	190
Mark Van Doren	Holder 20	192
Club Sailing Fleet	Holder 20	192
John Hodges	Holder 20	195
Brian Nicholson	S2-27	195
Kerry Saltmarsh	Beneteau235	196
Thomas Sayers	Hunter 26.5	198
Andy Dixon	Hunter 28.5	204
Ron Mitchell	San Juan 24	228
Chuck Meyer	Santana 20	230

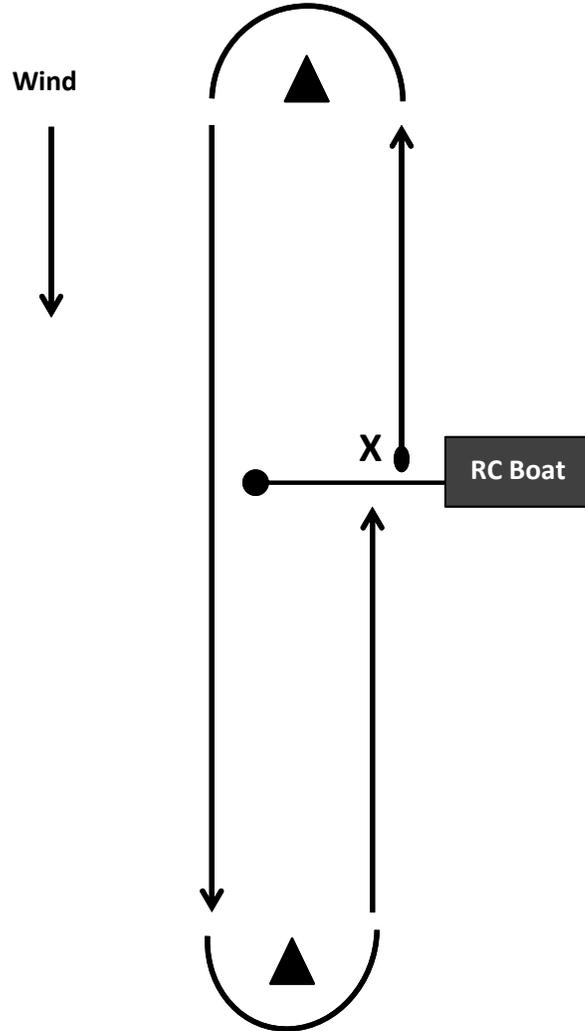
### Non-Spinnaker High HC

Mike Brown	Hunter 27	231
Bob Morris	Hunter 27	231
Jerry D.	Cal 25-2	231
Eric Lundin	Cal 25-2	234
Tony Zucker	Helms 24	228
Mike Cox	Hunter 23.5	241
Paul Germain	Sant. 2023C	242
Leo Orellana	O'Day 25	246
John Bocko	Helms 25	250
Frank O'Hara	Precision 21	256
Eric Lundin	San Juan 21	259
Phillip Spurlin	Bayfield 25	271
Club Sailing Fleet	Catalina 22	276

## Table of Spinnaker Class PHRF Ratings

Randy Schonagen	Melges 24	93	Mark Van Doren	Holder 20	186
Tim Fox	S2 9.1	132	Vlasta Kunc	Holder 20	186
Unknown Skipper	C&C 35 Mk1	133	Phillip Spurlin	Impulse 21	182
UT	J/24	171	Frank Larimer	Santana 20	224
Dana Dawson	Sonar 23	176			
Johnny Ballatin	Holder 20	186			
John Tyner	Holder 20	186			
John Storey	Holder 20	186			
Club Sailing Fleet	Holder 20	186			
Jeff Gamey	Holder 20	186			

Standard CYC Windward / Leeward Course  
WLX (may be set as WL2X)



# CYC Government Marks (Channel Markers)

