

**NEW CASTLE SAILING CLUB  
RACING INSTRUCTIONS  
May 2008**

**WHO CAN PARTICIPATE?**

All Club members, their families, and guests are eligible and encouraged to participate in most of the racing events. However, if you want to skipper a boat in a race, you must be a "Checked-Out" club member possessing a "key." Otherwise, one can only participate as crew for someone else. New Castle Sailing Club Members get first chance to fill available crewing spots on race days. If there are open spots still available after all NCSC members are signed up, then a guest may join a boat as **crew** only.

**DRAW FOR BOATS:**

Skippers need to register for boats prior to the beginning of the races. This will take place at the Club Dinghy House, on a first-come first-serve basis. Sign up starts at 8:30 AM. At 9:00 AM sharp, the Committee Boat crew will hold a drawing to determine who will sail in which boat.

The sign-up sheets provide places for crew registration. Depending on the number of participants, the Race Committee may assign crew as needed to ensure fun, competitive racing. All those desiring to race should be accommodated.

**FLYING SCOT CLASS**

Flying Scots will be racing as a separate class, provided at least 2 Scots are raced. They will be scored separately from the Thistles. Our goal should be to have all Thistles and all Scots racing each Saturday. However, as this may not always be possible, your Racing Committee has set the following "ground rules" to help meet various situations:

1. If 2 Scots and at least 4 Thistles can be sailed, then race both classes. They will use the same start, but be scored separately.
2. If sailing 2 Scots would leave fewer than 4 Thistles, then race Thistles only. However, as long as there are at least 4 Thistles, then 1 Scot may race, but will be scored as though it was a Thistle, using the established handicap system described under "Scoring."
3. If there is too much wind for Thistles, then put everyone in Scots, up to 5 per boat, on a first come first served basis. Score as Scots.

If two or more "Checked-Out" members are aboard the same boat, they may switch off at the helm from race to race. There is one exception to this; the person who signed up as skipper must skipper the boat in the first race. After that, the Race Committee will score the race to whomever: (a) is at the helm when the boat crosses the starting line, or (b) has identified the skipper for the Committee boat before the boat crosses the starting line. Skipper should normally be at the helm, except for intervals when needed elsewhere, such as operating spinnaker.

## **RACE COURSES**

Before each race, the Race Committee will decide what course and marks to use in the coming race. This will be communicated to the racers by displaying orange course codes from the committee boat. A chart on the spinnaker turtle of each boat shows what these course codes mean. Make an effort to communicate the course to each boat prior to the starting sequence.

## **THE START**

The first race of the day usually begins at 10:00 AM. Races should have their boats rigged and near the starting line at least five and preferably ten minutes before this time.

The race committee uses a combination of horn blasts, and colored flags to begin a race *in accordance with the current Racing Rules of Sailing (RRS)*. Before beginning the countdown to the starting gun, several short rapid horn blasts are given to get the racers' attention. Five minutes prior to the Start, the class flag is raised (pendent with a Thistle). Four minutes prior to the Start, a preparatory flag is raised. (Blue square with a smaller white square in the middle). One minute prior to the Start, the preparatory flag is lowered. At the Start, the class flag is lowered.

All races are started using a 5-minute sequence. The raising and lowering of colored flags is accompanied by a horn blast. If the flag raising or lowering and horn blast are not simultaneous, the flag is the official signal.

There are also a number of other flags that will be in use. These include General Recall, Individual Recall, Lifejackets required, Course change, Shortened Course, Race Abandoned, Come Within Hail or Follow Me, Race Postponed, and One-minute Rule. There are reference cards on each boat that show each of the flags and their meanings.

## **RULES**

NCSC races are sailed under *The Racing Rules of Sailing as revised and published by* the International Sailing Federation (ISAF) rules, and US Sailing Prescriptions. Copies of the ISAF/US Sailing rule book kept in the dry sock in the sail house, or can be accessed at [www.ussailing.org](http://www.ussailing.org) . Special NCSC rules are noted below.

REMEMBER GOOD SPORTSMANSHIP. Racing is fun, as long as we don't take it too seriously. If anyone feels an opponent or skipper is misbehaving, they should bring it to the attention of the racing committee.

AVOID COLLISIONS! Remember, even if a collision is not your fault, you will be responsible for repairing any damage sustained by your boat, and will be penalized under the **RRS**.

**RRS 30.1, 31.2 & 44** A boat that violates a rule may exculpate herself by doing two turns that include two tacks and two gybes. (one turn for hitting a mark.) This turn must be done at the earliest possible opportunity and before rounding the next mark. The penalized boat must keep clear of others racing while she is turning. As of 2005, the New Castle Sailing Club no longer uses the round the ends rule at the start. A boat that is over the starting line prior to the start must go completely to the pre-start side. She must keep clear of any boat not doing so while performing this maneuver.

Protests will be heard by the race committee for the day, on shore and after the races are finished. Appeals of their decision may be made to the NCSC Race Committee. The decision of the NCSC Race committee will be final.

If you check out a boat for racing, you must race. If you subsequently decide to "Just sail around" you will be scored as DNS and will receive points as prescribed under "scoring" below.

The Committee Boat has the right to change the racing rules at any time, as demanded by unusual circumstances. Racers will be given as much advance notice as possible.

## SCORING

Scoring for events is a Low Point System where points are awarded according to a skippers finishing position. Lower scores are better. Below are the points awarded depending on boat type (Thistle or Flying Scot) and finishing position.

### 2006 SCORING SYSTEM

Boat Type	Finishing Position	Points Awarded
THISTLE &	1st	1.0
	2nd	2.0
FLYING SCOT	3rd	3.0
	Others	Points = Finishing Position
FLYING SCOT (Handicap when scored as a "Thistle")	1st	0.75
	2nd	2.0
	3rd	2.5
	4th and others	Points = Finishing Position, minus 1.0

THISTLE & SCOT *Did Not Finish (DNF), Did Not Start (DNS), or Disqualification (DSQ) receives 1 points more than number of boats entered in the series (registrants).*

### SEASONAL CUMULATIVE SCORING

Your cumulative score throughout the year is calculated as:

$$\text{Score} = (\text{Total Points}) / (\text{Number of races you raced})$$

All points scored in the Spring, Summer and Fall Series will be tabulated for the purpose of determining your Club standing, and will be kept separately for the Thistle and the Flying Scot classes. Standings will be posted periodically in the Sail House.

### AWARD QUALIFICATION

This section describes to a limited extent how the Racing Committee intends to determine who shall be the recipients of Club Awards.

Awards will be given for special categories of sailors, but decisions will be heavily influenced by frequency of events sailed and overall performance.

Those sailors attaining first, second and third places in numerous events, sailing in a sportsmanlike manner, will undoubtedly be highly qualified for award recognition. To qualify for an award (although this is not mandatory), a skipper should participate in

races from at least two different series, and take the helm in a minimum of three races in the series. Those sailors skippering in our open Invitational Regattas will also be given special consideration when awardees are selected.

To qualify for the Club Championship, a skipper must participate in a minimum number of races from the Spring, Summer and Fall series ***and serve on the Race Committee for one event of either the Spring, Summer or Fall series races.*** Usually, ***the*** minimum number ***of races required*** is equal to the total number of scheduled Series race dates on which races are actually sailed. Usually, this minimum number is equal to the total number of scheduled Series race dates on which races are actually sailed. Awards will be given for the top three seasonal finishers in both the Thistle and Flying Scot classes.

Scores for individual races may be thrown out if the Racing Committee is made aware that the cause of the finishing position was due to equipment failure. This equipment failure must be sufficient to affect a skipper's finishing position in a race, and it must be demonstrated to the satisfaction of the Race Committee of the day. The Race Committee will then make note of this on the score sheet.

From time to time visiting boats from other clubs may participate in NCSC races. For the sake of Seasonal Club Championship scoring, these visiting boats will be removed from the pack and NCSC boats will be scored as if the visitors were not actually in the race.

## **RACE COMMITTEE INSTRUCTIONS**

### **PRE-RACE WORK**

- o Be at the moorings no later than 0800.- All your work should be done by the time of the boat draw which is at 0900 sharp.

- o Set out sign up sheet for skippers and crew. Sign up sheets are available in the race committee notebook.

- o Use your judgment to determine if it is prudent to race. If it's blowing over 18 knots you may want to cancel; especially if it's gusty. If you are uncertain about canceling, have the skippers vote on it.

- o Make sure you have a full tank of fuel for the ***Committee Boat***. If necessary, fill a tank from the plastic jerry-can in the sail house. Take time to read the instructions for proper operation of the boat and motor. These instructions are located in the race committee notebook.

- o Set out the course markers. ***First observe the wind for several minutes.***

## **DRAW FOR BOATS**

o When you know how many racers you have, decide how many boats will be used. There must be at least (4) boats for the race to count toward club scoring, so do what you can to get at least (4) boats out; However, don't cancel the races because there are less than (4) boats: merely remind everyone present that the races will not be scored unless more sailors come and get more boats on the water. See 2001 Racing Instructions, Pg.1, for handling both Thistles and Scots.

o Have the draw at 09:00 sharp. Check that all skippers are "Checked Out" club members, and that all present get on a boat. If there are extra crew, rotate them between the boats so that everyone sails an equal number of races with two and three crew. Don't always rotate people into the winning boats.

o Conduct a brief review of the race rule for the day. To avoid heated discussions, choose a rule you have recently reviewed and you think you understand. Hold this session to five minutes.

## **ON THE WATER**

o At the starting line, indicate the course to race by flag or sign. Try to make verbal contact so that everyone knows what is going on. If marks are to be omitted, inform the skippers of the ones to be LEFT OUT. Remember the way to position the Committee boat so that the sailors pass the starting mark to Port when running a "P" race and to starboard when it is an "S" course.

o Call attention to the beginning of the starting sequence using several horn blasts. Approximately 10 seconds after the initial blasts give a long blast, hoist the flag and start your stop watch. Use a five minute start for all the races.

o Score the boats as they cross the finish line.

o NOTE: Races should not be permitted to last over an hour. If no one has finished within an hour cancel the race. If at least one boat has finished, but others have not, score them according to their position on the course.

## **ACTIVITIES DURING THE RACE**

o Plan the course for the next race during the current race. Announce the next race course as each boat crosses the finish line.

o In case of capsizes, use your discretion. The crew can usually right the boat without help. However, if there is an emergency *cancel* the race and assist as you can.

## **AFTER THE RACES**

o Put away all race equipment and be sure the Committee Boat is properly secured.

***o Fax or email the race results to THE NEWS JOURNAL by Saturday 1700; email to scores@delawareonline.com or fax attn. sports desk to 302-324-2298 copy the Racing Director. The Race Committee Chair should sign the results sheet and deliver it to the Racing Chair.***

*o Check the remaining fuel supply in the sail house. One FULL tank, at least, should be available at all times. If it is necessary, purchase unleaded gas and notify the Treasurer for reimbursement.*

*o Replace the air canister on the horn if needed and be certain that two extras are in the bin. A case of canisters is in the sail house.*

- Be prepared to hear protests. Rule on them as best you can but when in doubt refer the protest to the Race Committee.*
- **Each protesting skipper should fill out the protest form prior to the hearing by the protest committee.***