

POLICIES OF THE NEW CASTLE SAILING CLUB

RESCUE: Every effort is made to avoid the occurrence of a situation which threatens life and/or property. These efforts include safety training for new members, well-maintained equipment, and, perhaps most important, prudent sailing.

While the Club strives to be self-supporting in most circumstances, in life/property threatening situations help should be secured from the local Fire and Rescue Company.

FUNCTION, PURPOSE, AND USE OF THE POWER BOATS: Power boats are maintained by the Club solely in support of Club functions. They are not intended for private use by any Club member and such use is expressly forbidden.

Specifically, the power boats are used for the Racing Program performing “committee boat” activities; and by the Club for “utility boat” activities.

USE OF THE CLUB HOUSE: This facility is always open to any member or members. “Private” gatherings hosted by a Club member are permitted but must be scheduled in advance through the Properties Director. Note that while it is not necessary to notify general Club membership of a private function, no Club member is to be refused entry to the facility during the function. The host of a private function is responsible for the actions of his/her guests and is personally liable for any damage which might occur to Club property.

USE OF THE BARN: With prior approval of the Properties Director, this facility may be used by the membership for personal projects during the sailing season. Automobiles, however, may not be repaired on Club properties and any use of the hoist for personal projects is forbidden. Projects should be of relatively short duration and capable of being removed from the barn on VERY short notice. A member using this facility is responsible and liable for any damages which might occur.

USE OF TOOLS AND POWER EQUIPMENT: During the work-session period and sailing season these items may be used by the membership but may NOT be removed from Club premises. At other times and only with prior approval of the Fleet Captain, items may be borrowed and removed from Club premises.

SINGLEHANDED SAILING: Single-handed sailing is permitted only after a member has completed one full calendar year as a “keyed” skipper.

SAILING WITH CHILDREN: Sailing with a child or children under the age of 10 years requires at least two sailing-competent, responsible adults be aboard.

TOWING/SALVAGE CHARGES: Subject to review by the Board of Directors, towing/salvage charges incurred by a Club member may be the responsibility of the Club member.

BOAT USE PRIORITY: Active members and their families have first priority - on a first come, first served basis - for boat usage.

GUESTS: Guests are welcome at any Club function. Guests may be taken sailing at any time other than those times when the fleet is reserved for a specific purpose. During these times restrictions may apply. A member sailing with a guest is responsible for the guest’s safety and conduct.

NEW CASTLE SAILING CLUB TRAILER POLICY

All trailers used for transporting club boats will meet all functional (e.g., weight ratings, general condition) and legal (e.g., registration, lights, tags) requirements for safe operation. There are to be no exceptions to this policy. Trading of license tags among trailers is illegal and is strictly prohibited by club policy.

The committee boat requires a trailer with higher load capacity than any of our sailboats. It is not to be trailered on any trailer that is not rated to carry its weight. This includes the movement of the committee boat between the clubhouse and the beach.

All club trailers will be configured for a specific class of boat used by the club. The class will be physically recorded on each trailer. Club boats are not to be trailered on a trailer not designated for that class. Trailers cannot be reconfigured without the permission of the fleet captain.

Members who have obtained permission from the Board of Directors to take a boat to a regatta will have the following obligations:

1. They must obtain from the fleet captain a photocopy of the proper registration for the trailer that they will use for this outing.
2. They will assure to the satisfaction of the fleet captain that the towing vehicle is equipped to handle this load and has a working system for energizing the trailer lights.
3. They must test the lights to ensure that the tail lights, the brake lights, and the turn signals are working each time that they attach the trailer to their vehicle.
4. They must assure the fleet captain that their vehicle insurance includes coverage while towing trailers.
5. They must return the registration papers to the fleet captain within one week of their return. Failure to do so will result in suspension of membership privileges until the fleet captain has received the appropriate registration papers. If the registration papers are lost, it is the responsibility of the member who obtained them from the fleet captain to replace them. Use of club equipment by this member (including participation as skipper or crew) will be suspended until the proper documentation is obtained.

LAUNCHING OF PRIVATELY OWNED BOATS

The launching of privately owned boats is permitted only for their participation in sanctioned NCSC activities. The use of our facilities or the request in the name of NCSC for use of the Fire Company ramp for launching privately owned boats for any other activities is not permitted.

POLICY FOR USE OF NCSC BOATS AWAY FROM NEW CASTLE

Occasionally the Board of Directors may grant permission for use of a club boat away from New Castle to an experienced, keyed Active Member in good standing. Approval of this privilege, at the Board's discretion, should not interfere with normal club activities and/or enjoyment of club equipment by other members at the club facilities in New Castle. For safety reasons the Board will generally entertain only requests pertaining to sanctioned regattas with monitoring and rescue facilities.

Approval, if granted, is conditional upon the requestor understanding and agreeing in writing to the following:

1. A written request outlining the purpose and time period involved in borrowing a club boat must be presented to the Board of Directors at a regular Board meeting. All participants or potential participants must be named prior to the event.
2. Those participating with the requestor must be members in good standing.
3. The requestor and the other participants may have home sailing privileges denied by the Board while a borrowed boat is out of normal club service. This includes time taken for repairs, if needed, when the boat is returned.
4. The requestor may ask for use of a specific boat. However, during the annual maintenance season the boat captain's work plans and personal schedule must be given priority. Consultation with the boat captain to secure his/her agreement should be completed before the request is presented to the Board. Borrowing a boat must be compatible with the boat captain's responsibility to prepare it for the annual launch day or other club function.
5. The requestor, with the Fleet Captain and the boat captain will prepare an inventory of all club equipment and accessories to be borrowed. Components from a different boat may be taken only with the permission of the captain of that boat. Club tools may not be taken if they are needed at work sessions during the requestor's absence. The inventory will be signed by the requestor, Fleet Captain and boat captain and forwarded to the Commodore or his designee.
6. The requestor must agree that the club and the Board have no responsibility for any injury or property loss suffered by any party related to the use of club equipment during the period the equipment is borrowed. The requestor must accept this responsibility.
7. The requestor will ensure that his/her vehicle is properly equipped and insured to tow the boat.
8. The requestor will ensure that the trailer safety chains are secured to his/her vehicle whenever the trailer is attached to the vehicle and that the trailer brake lights, signal lights and wheel bearings are operating properly during the trip.
9. The requestor will return the equipment in a state at least as good as when it was taken from club service. Permanent or temporary alterations or modifications must be pre-approved by the Fleet Captain and the boat captain.

10. The requestor is responsible for all costs associated with use of a boat away from New Castle including but not limited to:
- Any temporary modifications. Such modifications must be reversed at the requestor's expense before the boat is returned to club service.
 - Repairs for any damage or loss incurred during the period the equipment is borrowed (including trailer and tools), that is not covered by the club's insurance.
 - Any insurance deductible associated with damage repairs.
 - Additional insurance to cover transport and use of the boat away from New Castle.
11. The Fleet Captain, the boat captain, and the Commodore or his designee, will inspect the borrowed equipment and sign off on the inventory before it is returned to club service. They must be satisfied that all equipment and accessories are returned and are in a state at least as good as when taken from club service.

I have read and understood the conditions for borrowing a boat for the purpose(s) described in my request of _____. I agree to the conditions outlined in the above policy.

Signature _____

Witness _____

Date _____

Date _____

INSTRUCTION AND SKIPPER QUALIFICATION

INSTRUCTION in sailing on the Delaware River is offered to active members, the spouse, and those who are potential Junior members. The instruction consists of approximately 10 weeks of classroom instruction on Saturday mornings at the clubhouse and individual on-the-water instruction on Saturday afternoons and Sunday mornings during the sailing season.

The instructional program offered is a minimal one emphasizing the safe handling of a sailboat under local conditions. One may wish to supplement the program by reading one or more of the many books written about sailboats and the art of sailing. Two books of particular interest are “The Thistle Handbook” (available from the Thistle Class Association - see the Secretary for information on joining this association) and “Basic Sailing” (given as a reference to all new members). Others are available in the clubhouse, from other members and in the Public Library.

Upon completion of the instructional program one must pass a written test followed by an on-the-water test given by a designated instructor before being designated as a SKIPPER and given a key to the boathouse. ONLY SKIPPERS have the privilege of taking out the sailboats and a Skipper must be on board at all times while a boat is being sailed. An exception is made during supervised instruction.

Naturally there are a few rules regarding the use of the boats but the rules have been kept to a minimum and are designed primarily to help the members sail safely. The rules and the reasons for them will be discussed in the following sections.

Young adults desiring to qualify as Junior Members must demonstrate the same knowledge and proficiency as a regular skipper. The parents are responsible for determining if the conditions are proper for safe sailing, etc; and are responsible for the actions of their Junior Member(s).

SUGGESTED PROCEDURE FOR CHECK-OUT OF A NEW SKIPPER

To facilitate the check-out of new members, and to bring about some uniformity in the procedure, the board of directors at the July, 1978 meeting requested an outline for the examination. The procedure we suggest follows:

1. Make sure the members requesting an on-the-water test to get keyed have passed the written examination and completed the Hazards Class. They may take the on-the-water test if they haven't completed the written exam or had the Hazards Class but they may not have been given a key until they complete all three tasks. Check their status with the Safety and Instruction director before giving them a key.
2. At the mooring ask them to calculate the tide times for the day. Check the table then to make sure they are correct. See if they know the current lags behind the turn in the tide.
3. Note closely what they say about the wind and the weather. If they do not offer an observation, ask them to describe the weather conditions, such as direction and approximate velocity of the wind, presence or absence of thunder clouds, and whether the wind is strong enough to sail against the current, and not so strong as to create difficulty for the new sailor. Try not to give them leading questions that will remind them of what they ought to include in their answer.
4. Let them load the dinghy with the sails and life preservers, and then row you out to the boat selected. Do not pick a boat already rigged. Note how they handle the drift of the dinghy in the current.
5. Ask them to rig the boat. You should not help, except as they ask you specifically for assistance on a particular task, e.g. sliding the foot of the mainsail along the boom. Tell them you will be their crew and that they may give you commands.
6. Have them sail the boat away from the buoy. Note particularly the following:
 - (a) Do they tell you as crew without prompting what they plan to do?
 - (b) Do they give you the proper commands?
 - © Do they get away without snagging the anchor line, the buoy, or the dinghy?
 - (d) Do they sail first against the current if the wind is at all light?
7. Have them come about as soon as you are safely away from the mooring and out in the river a little way. If they do this properly, then, if wind direction is suitable, have them tack up wind for a ways.
 - (a) Do they come about properly each time?
 - (b) Do they sail close enough to the wind, but not too close? They should correct a luffing jibe (adjust to wind shifts) but do not have to be so expert that they get the last bit of speed out of the boat.
8. Ask them to jibe the boat. Do they handle the jibe well?
9. How do they handle the trim of the boat, both port and starboard and fore and aft? Do they show proper concern for the heel of the boat?
10. Can they run without getting into an accidental jibe? Do they know how to avoid such a jibe?
11. Ask them to recover a man overboard when you toss something into the water. Do they jibe the boat (they should) or do they come about? The latter is all right, but the jibe, if the wind is not too strong, is preferred because it is faster.
12. You must tell them what you want them to do, where to sail, what tack to take. You can tell them to go from one point to another and decide for themselves how they will get there. Do they know how to bear off and sail on a reach? Do they know what you are talking about when you give instructions couched in such nautical terms?
13. Note how they handle the boat in general. Do they seem to know what they are doing?
14. Have them bring the boat in to the mooring. Do they tell you as crew what they are going to do? How is their approach? Do they give you the proper commands? If they miss the buoy

- the first time, either by coming in too fast, or by falling short, don't flunk them for that. Note whether they can recover promptly (particularly if you have an on-shore wind which could drive you ashore) then sail away, and come back to try again.
15. Can they moor the boat correctly with mooring line and painter in the correct position?
 16. Do they get the sails down promptly before they slap around too much or swing you around the mooring?
 17. About then might be a good time to ask them to tie five useful knots: the bowline, reef knot, figure 8 knot, clove hitch, and two half hitches. For the Hunter they should be able to secure a line to a horn cleat.
 18. Do they put the boat back to bed correctly? Stow everything where it should be? Don't be too precise on the order in which things are done now, for it doesn't make as much difference as it does when you are rigging the boat.
 19. Your decision to pass or flunk them should be a general assessment of how competent they seem to be. The primary consideration should be do they seem capable of taking the boat out with a passenger who is not a skilled sailor? Would they handle the boat safely, exercising good judgment, and be likely to sail away and come back to the mooring eventually with due regard for the safety of their passenger and the boat? That is the decision you must make. It will not be a kindness to them if you are too lenient. On the other hand, you should have good and sufficient reasons for any tough stance you take in regard to any candidate.

SAFE SAILING ON THE DELAWARE RIVER

Ever since its discovery by Henry Hudson, the Delaware River has been used for exploration, pleasure, and commerce. All of the marine traffic of the ports of Philadelphia, Camden, Chester, Marcus Hook and Wilmington passes our mooring at New Castle.

Sailing on the Delaware River is not like sailing an inland lake or a large body of open water. The Delaware is a tidal estuary with low shores and few woods or groups of buildings to affect the wind. Thus one can sail quite close to shore where the depth is adequate. Since wind velocities are generally higher over water, appraisal of the wind on the shore is often not sufficient. This is particularly true when the wind is from the north to west and the velocity will increase markedly as the distance beyond the lee of the Delaware or west shore increases. Unfortunately the wind at home is seldom a reliable indication of wind conditions on the river. Check with NOAA, Weather.com or other source that can supply information on local weather conditions.

Some believe that the best sailing weather is in late spring and in the fall. It is not unusual for good weather to last until early November. During the summer there are many days when the wind is light in the morning, drops away to almost nothing at noon, picks up again in the afternoon, dies at sundown, and then comes again after dark. There are also many summer days when a steady southwesterly wind coming up the river provides ideal sailing, especially on a bright moonlit night.

Tide and current are also of importance to the sailor on the Delaware. The stand of the tide is about six feet under normal conditions and often is greater when wind, sun and tide combine their effects. The times for the two high tides and the two low tides of each day are given in the Tide Table. A copy of the table is posted in the boathouse and is available on the club web site.

The tide is of concern to sailors not only because of the change in water level but also because of the subsequent change in the direction of the surface current. Tide Tables are available in the Sail House and on the web giving the times for slack water and the times and velocities of maximum flow. Generally the maximum flow will occur somewhat more than halfway between tides. The ebb current may reach 3.2 knots and runs somewhat longer and faster than the flood current that peaks at about 2 knots. Sails should be planned so that if the wind should fail, the current will help carry the boat in the direction of the mooring.

Many details and features of the Delaware River in our area are given on the Chart of the Delaware at New Castle, available on the Sailing page of our web site. There are also copies on the boats. Study of this chart at home and while on the river is recommended. More extensive charts are available from NOAA and local marine stores. In addition, spot landmarks to help you while sailing near hazardous areas. To sail safely on the Delaware it is essential to know the river, its banks and bottom, its hazards, and its aids to navigation.

NOTE ESPECIALLY THE LOCATIONS OF THE SUBMERGED DIKES (THE JETTY). The largest dike runs from Pea Patch Island up the middle of the river and ends across from the Club boats. It is marked with white diamond signs and beacons at isolated points, most of it is just under water and invisible at high tide. The other one is located on the New Jersey side of the river at Travis Cove and runs from the Pennsville out into the river turning south and ending north of the Riverview Inn and the old ferry pilings. The Travis Cove dike is marked with two small white buoys that are hard to see. It has wrecks anchoring the south end. **DON'T TRY TO SAIL OVER THEM;** they can damage the boat even with the centerboard up and possibly cause injury to the crew. The submerged dike running in an arc upstream from Pea Patch Island has served to keep the river channel at the dredged depth of about 40 feet. It has also caused our side of the river to silt up.

Hence there are mud flat shallows that are prevalent just below our mooring. They extend a considerable distance off shore and it is very easy to go aground when the tide is low. Our boats with the centerboard down draw more than three feet of water. Should you go aground, raise the centerboard promptly and stand off shore.

Pea Patch Island, the site of Fort Delaware, is at the southerly end of the jetty. None of the shore line is suitable for beaching a boat and the channel is very close to the east bank. Ambitious day sailors like to sail around the island, but the trip should be planned carefully, and landing there is not permitted.

The beach at the mooring is very shallow at low tide and generally littered with bricks, broken glass and other debris in spite of our efforts to keep the beach clean. Naturally this is hard on dinks and feet and care must be taken.

***SHOES MUST BE WORN WHEN CLEANING THE BEACH
SWIMMING IS NOT PERMITTED***

At low tide you will also see the rocks and old pilings that make the shore line above and below the mooring hazardous.

The movement of boats on the Delaware and other bodies of water is regulated by the "Rules of the Road". Sailboats have the right of way over certain powered vessels but allowance must be made for those who do not know or obey the rules and for large vessels that have restricted visibility, are difficult to maneuver and stop and which are restricted to the channel. .

A number of years ago a fleet of sailboats, about the size of our boats, was racing on the Delaware River just south of Philadelphia. The second leg of the race took them across the ship channel. Despite Herculean efforts on the part of the Pilot, Captain, and Chief Engineer of a large freighter standing downstream, five of these sailboats tried to complete the leg through the hull of the ship. The freighter went aground on rocks while backing all engines full. But what really amazed the Pilot, who told us the story, was the anger of these naive sailors. They could not understand why the ship had not gotten out of their way. No boat, not even a sailboat in a race, ever has the right of way through another vessel. Further, our boats are much more easily and quickly maneuvered than is a large ship. We should be courteous, thoughtful and sensible.

It is easy for us, if we are alert, to see a freighter coming down steam under the Memorial Bridge. The bridge is about 3.5 miles from our mooring. This same experienced, senior Pilot told us that he invariably takes precautions, alerting the engine room and sending extra lookouts to the bow and into the wings, when he sees one of our boats start across the channel from our mooring as he clears the Memorial Bridge. He wants at least three miles of open water, not just a few hundred yards. He cannot even see a small sailboat if it is less than about one half mile from his bow, unless he makes a special effort. He needs at least three miles to stop his ship, and sometimes much more.

If the ship is standing upstream, there is only about one mile of open water after the turn on to the Deepwater Point Range to a point in the channel opposite our mooring. We usually can see the masts and stacks of the ship above Mott Point on the Jersey side. But the ship's pilot cannot see us. Therefore, with an inbound ship, we must be three miles upstream, or nearly to the Bridge, to provide the open water to which the ship is entitled.

Our Pilot friend did not ask that we sail only west of the channel. He did ask that we stay well clear of the channel at night. He did ask that we start across the channel in daylight only when there is three miles or more clearance and then only if the wind is strong enough to take us over smartly without tacking. In light of his responsibilities, his requests are not unreasonable.

He also urged us to be mindful of the great swells that many ships now plying the Delaware create, even when running slow. The height from trough to crest can be 20 feet, far too much for the safety of a 17-foot sloop.

To sum it up, the Delaware River in this area is a safe, pleasant, interesting place to sail providing one has some knowledge of the river and shows common sense and good judgment.

SAILING OUTLINE - RULES & RECOMMENDATIONS

We cannot anticipate all the hazards that may be encountered on the Delaware River and must rely largely on the common sense of the skippers and crews to maintain our record for safety. Much of what follows will be obvious and will be done both consciously and unconsciously by the qualified skipper. Nevertheless, it is repeated here to serve as a guide for the novice and as are fresher for experienced sailors. Remember the wise sailor respects the power and authority of wind and water, realizes that safe sailing is synonymous with pleasant sailing and is a matter of Good Sense, Good Equipment and Good Manners, thoughtfully combined.

BEFORE SAILING:

CHECK THE WEATHER, TIDE AND CURRENT

If wind velocity seems high, measure it. It is not recommended that inexperienced skippers take out the boats when the wind velocity exceeds 15 knots at the mooring. Also consider whether the wind is gusty or shifting and if other boats are having heavy going. No boats should leave the mooring if a storm is approaching. Have you checked the weather forecast?

A light wind blowing with the current means that you probably cannot make headway over the bottom.

In answer to the question - when to sail? - Sail when you know you can come back.

CHECK THE CREW – The more weight in heavy air the better. But don't over load the boat. A Thistle is comfortable with three, but four get in each other's way. The Flying Scot and Hunter can easily accommodate 6 to 8 crew.

PERSONAL FLOTATION DEVICES (PFD) – Delaware law says all children 13 and under must wear a PFD. Club policy says all non-swimmers must wear a PFD as well. Also the Club recommends that night sailors and skippers who are single-handing wear one. To meet U.S. Coast Guard requirements, all recreational boats must carry one wearable lifejacket (Type I, II, III or Type V lifejacket) for each person aboard. A Type V lifejacket provides performance of either a Type I, II, or III lifejacket (as marked on its label) and must be used according to the label requirements. Any boat 16ft and longer (except canoes and kayaks) must also carry one throwable lifejacket (Type IV lifejacket). The Club wants all boats to carry at least two Type IV throwables. When children are taken, it is desirable to have a crewmember on board who can "take over" if skipper becomes disabled.

FOOTWARE – Secure footwear with a strong, preferably NON-SKID sole must be worn by all to protect themselves and the boats.

CHECK THE TIDES - Decide your direction of sail.

SIGN THE LOG – Write boat selection crew names and number. All Guests must sign. Note direction and times of departure and return. Take a flashlight if you may be out after dusk.

ROWING DINGIES - should not be overloaded and the weight should be distributed evenly. Heavily loaded dingies are easily swamped so watch for swells and heavy seas. Try to minimize dragging them across the sand as this wears out the bottoms.

PREPARING TO SAIL:

EXAMINE THE BOAT – Does it look fit to sail? Does it need to be bailed?

BOARD the boat with care and keep it balanced. Thistles can capsize easily at the mooring - especially if there is too much weight forward of the mast.

RECHECK THE WEATHER

WHILE RIGGING

- Check equipment on board - see stowage lists for each boat.
- Check running and standing gear and rigging.
- Investigate and correct items not running freely.
- Make sure anchor is rigged and ready for use with bitter end fast.
- Make sure you have at least one Type IV PFD on board.

GETTING UNDERWAY:

Remember that the skipper is responsible for the safety of the passengers and the boat. In the event there is more than one skipper on board, the one at the helm is in command.

Smooth departures require experience and planning. Consider your departure carefully with due regard for wind and current. Advise the crew and assign stations.

- Check for all sheets running free.
- Insert tiller in rudder and pin tiller.
- Raise sails - main first. (Wind and current permitting.)
- Lower centerboard.

Be sure boat is under control before casting off.

Casting off before the sails are drawing and getting in irons at the mooring can be disastrous. Learn how to backwind the jib. Be especially careful when there is a strong onshore wind. The shore is rocky and dangerous.

Excess weight in the bow can make it difficult to get underway and to come back.

UNDERWAY:

SAIL AGAINST THE CURRENT - If you can't make way, paddle back or anchor.

PRACTICE TACKING to get the feel of the boat and to familiarize the crew with the procedure. Be positive in your commands and use the proper terms -

- “Ready about” then “Hard alee”
- “Prepare to Gybe” then “Gybe-O”

CHECK CENTERBOARD - Check the position of the centerboard. The optimum position will vary with the point of sail, the amount of wind, load, etc. is best determined by experimentation. Generally -

Beating - board down $\frac{1}{2}$ to full - adjust to get weather helm.

Reaching - $\frac{1}{2}$ - $\frac{1}{4}$ board.

Running - can be all the way up. Remember if you capsize with a fully raised centerboard, the boat will probably turtle and it is extremely difficult to get the board out so you can right the boat. When you are learning it is best to leave the centerboard down.

WEATHER HELM – The boat should be rigged and loaded so that there will be a positive but not excessive weather helm. With proper helm, a sailboat will head into the wind when the tiller is released, unless you are sailing before the wind.

NEVER LOOSE CONTROL OF THE SAILS – Keep the mainsheet and jib sheet it in hand at all times. All lines should be free and ready to run.

SAIL THE BOAT EASILY, AVOIDING STRAIN.

It's easier on the skipper, crew and boat.

Thistles sail best at 12° or less (Weather shroud vertical = 12° heel).

The Scots and Hunter do not heel as easily as the Thistles.

Cross the channel with care and caution. Stay out of it at night unless you must cross it to return to the moorings.

Watch the weather.

Watch water for wind puffs, squalls, debris.

Try to anticipate any emergencies and act accordingly.

Be careful sailing before the wind.

Following seas can be treacherous.
Look for large wake and take on the forward quarter if possible.
Help other boats in trouble.

KEEP HER FOOTING - A boat that is not moving is more vulnerable. Remember that in strong winds it is harder to come about because the boat loses way more quickly.

TO AVOID CAPSIZING WHILE UNDERWAY - Don't cleat the sheets in strong winds. Don't overload the boat with sail. Don't sail downwind on the lee. Be alert and watch boat's balance.

EMERGENCY MEASURES:

STORMS - Head for the mooring if there is time. Otherwise anchor and lower sails. In a thunderstorm the wind may swirl so wait it out. Keep clear of the shrouds if there is lightning and stay out from under wet sails.

CAPSIZING - STAY WITH THE BOAT, it will not sink and it is much easier for rescuers to spot. Right the boat if you can. If not conserve your strength and wait for help. If you have a dry mobile phone available call the Good Will Fire Company in New Castle. If you call the U.S. Coast Guard they will save only you but not the boat. Use them only if you have no alternative. If conditions permit and all hands are in good shape, it is helpful to retrieve floating gear and to lower the sails.

EQUIPMENT FAILURE - USE YOUR HEAD - if possible, head into the wind, determine what is wrong and what corrective measures can be taken. Anchor if necessary.

GOING AGROUND - Raise centerboard, head off shore.

MAKING THE MOORING - Plan the approach well in advance, taking into consideration the wind and current and their effect on boats already moored. Tell the crew of your plans and if there is apt to be a problem because of opposing wind and current. Be sure each person knows what to do and when.

If the approach is bad, fall off while the boat is still under control and try again. Be considerate of your crew and come up to the mooring easily. As soon as the boat is secured do the following promptly:

Raise centerboard

Drop sails - jib first

Remove tiller and rudder

Put the boat to bed following the Stowage Plan. Leave the boat as you would like to find it - neat, clean and shipshape.

Make final check of the boat, check that both mooring painters are attached before leaving the boat.

Hang wet sails.

NIGHT SAILING - Our boats are not equipped with running lights. If you are going out toward the end of the day and may risk being out after dusk, be sure to have a working flashlight (USCG Requirement for sailboats under 23 feet) onboard. Shine the light on the sails to make you visible to other boats.

NEW CASTLE SAILING CLUB RACING RULES

(revised February 2005)

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 8:15 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 and you may do this according to your wishes. However, depending on the number of participants, the Race Committee may assign crew as needed for an equitable distribution. Insofar as possible, 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.

REVIEW OF RACING RULES

Following the "draw" for boats, the Race Committee for the day should conduct (or arrange for) a brief reading/illustration/review of some particular Racing Rule (Perhaps to help clarify some recent protest ruling or controversy).

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 coded FLAGS on the side of the committee boat. A chart, rolled up in a tube in the cuddy of each boat, shows what these course codes mean. When in doubt, ask the committee.

THE START

The first race of the day usually begins at 10:00 AM. You should have your boat 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 your 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 are available from the race committee on a borrow/return basis or on their website 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, bring it to the attention of the racing committee. We will talk to the individual. By bringing these matters to our attention everyone benefits. Bear in mind the Racing committee will be discreet (Your name will be kept confidential).

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 a 720 degree turn (360 degrees 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. The New Castle Sailing Club uses the round the ends rule at the start. If your boat is over the starting line within one minute to the start, that boat must go around the end of the start line, then re-start the race. They must not impede the progress of any boat that is starting 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 skipper's finishing position. Lower scores are better. Below are the points awarded depending on boat type (Thistle or Flying Scot) and finishing position.

SCORING SYSTEM

Boat Type	Finishing Position	Points Awarded
THISTLE & FLYING SCOT	1 st	1.0
	2 nd	2.0
	3 rd	3.0
	Others	Points = Finishing Position
FLYING SCOT (Handicap when scored as a "Thistle")	1 st	0.75
	2 nd	2.0
	3 rd	2.5
	4 th and others	Points = Finishing Position, minus 1.0
THISTLE & SCOT	<i>Did Not Finish (DNF), Did Not Start (DNS), or Disqualification (DSQ) receives 1 point more than number of boats entered in the series (registrants).</i>	

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, decided 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 capsize, 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 rfritz@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 mix it in the appropriate ratio with the outboard motor oil found in the sailhouse. NEVER leave raw (unmixed) gasoline in the fuel tanks or plastic jerry can. Notify the Treasurer for reimbursement.
- o Replace the air canister on the horn if needed and be certain that two extras are in the whaler. 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.***

FLEET MAINTENANCE

Maintaining the Club's sailboats, dinghies, power tender and associated gear in good condition is the responsibility of the Fleet Captain. He or she appoints a Boat Captain and Crew for each sailboat, the dinghies, and power tender and except for major repairs, all work is done by the Club Members. In winter the fleet is stored in a large building and on Saturdays, from February through April, the boats are refitted for the launching in late April.

During the sailing season which lasts until late October, the Boat Captains and their crews continue to keep their boats in good condition. In the interests of safety and to prevent more serious damage, minor deficiencies should be corrected promptly, preferably by the person noting it. All items needing correction or replacement should be noted on the blackboard in the boat house. If the item is major, the boat captain or the Fleet Captain should also be informed by telephone or in person.

The equipment carried on the sailboats and the manner in which it is stowed are shown in the following STOWAGE CHARTS. Information is also given on the procedure for putting a boat "to bed". Since many people use the boats, it is safer and more convenient if all boats are similarly equipped and stowed in a like manner.

The sails are normally kept in the boat house. Numbered sails should be used on the correspondingly numbered boat. With considerate use, sails will last through many seasons. Care should be exercised with the battens, raising and lowering the sails, bringing the jib over and especially in reefing. Wet sails should be hung in the boat house to dry. The Sailmakers much prefer to make repairs when they are small, so help us catch the open seams and tears before they become a problem. **NOTIFY THE SAIL CAPTAIN OR THE FLEET CAPTAIN.**

The Club tender is for rescue work and for Club use as a work boat, committee boat and water taxi. Except in an emergency, the tender shall only be used by persons who have been specifically authorized to operate the tender.

COMMITTEES AND THEIR FUNCTIONS

The Various committees of the Club are organized according to Article VIII of the By-Laws. The following description of the Duties and Powers of the Committees was approved by the Board of Directors on April 10,1990.

1. The EXECUTIVE COMMITTEE led by the Commodore shall:

Exercise all powers of the Board of Directors between the meetings of the Board, except the power to fill vacancies in their own membership, which vacancies shall be filled by the Board of Directors

2. The FINANCE COMMITTEE led by the Treasurer shall:

Prepare an annual budget including a forecast of capital expenditures for presentation to the Board of Directors at their October meeting and review the budget periodically during the year.

Advise and assist the Board and the Treasurer in following proper financial practices and maintaining proper records.

3. The MEMBERSHIP COMMITTEE led by the Director of Membership shall:

Establish and publish procedures for issuing, receiving and acting on applications for membership and transfers between classes of membership, elect persons to membership other than Honorary, and report these procedures and actions taken or recommended to the Board.

Maintain and publish at least annually a Membership Roster, including designation of qualified skippers.

Initiate appropriate publicity programs so as to create a membership “waiting list” of people desiring membership.

Encourage Club members to sail and participate in Club affairs and recommend suitable prospects for membership.

Maintain a list of all Honorary Directors and Honorary Members.

4. The PUBLICATIONS COMMITTEE led by the Secretary shall:

Publish and distribute all notices of meetings and social functions, Club news, and other items.

Distribute the Club Handbook and By-Laws to all new members.

Revise the Club Handbook as needed.

Advise the Board on the interpretation of the By-Laws and on the wording of proposed amendments.

Suggest improvements or revisions in the By-Laws.

5. The SAFETY AND INSTRUCTION COMMITTEE led by the Director of Safety and Instruction, shall:

Establish and publish minimum safety regulations for the use of the boats and facilities, reporting these regulations and any actions taken to the Board.

Provide instruction for those desiring to become skippers or crew members.

Designate as skippers and issue boat house keys to those the Committee feels have demonstrated at least the minimum knowledge and ability required for sailing Thistles safely on the Delaware River.

Periodically forward the names of newly Qualified Skippers to the Membership Committee. Assist the Fleet Captain in checking the fleet for unsafe conditions and equipment and in correcting any deficiencies.

Investigate all accidents or hazardous incidents involving Club boats and report findings and recommendations, if any, to the Board of Directors.

6. The **RACING COMMITTEE** led by the Director of Racing shall:
Organize, schedule and supervise races under rules to be established and interpreted by the Committee. The Committee is authorized to establish, purchase and award prizes in the name of the Club within the limit set by the budget.
7. The **PROPERTY AND SHORE FACILITIES COMMITTEE** led by the Director of Properties and Shore Facilities shall:
Maintain Club buildings and grounds at the clubhouse and at the beach in good condition and consider added facilities or other improvements.
Arrange for sanitary facilities at the beach.
8. The **NOMINATING COMMITTEE** comprising all Honorary Directors and other appointees selected by the Commodore, shall:
Nominate candidates for election to the Board of Directors and subsequently for Club Officers as well as assist the Commodore in selecting candidates for the various committees. The Nominating Committee shall solicit from the Membership suggestions for candidates for Directors and publish the nominees at the time of the Call for the Annual Fall Meeting.
9. The **FLEET CAPTAIN** shall:
Establish, publish and supervise procedures for maintaining the Club Fleet and auxiliary equipment, including moorings, in sound condition for use. Shall supervise haul-out, refitting and launching.
Is specifically authorized to expend Club funds for these purposes within the total amount provided for the Fleet Captain in the Annual Budget.
May withdraw boats or other equipment from use by Club members, reporting the cause and action taken to the Board of Directors.
11. The **PROGRAM COMMITTEE** led by the Vice Commodore shall:
Schedule, arrange and conduct all Club social functions such as dinners, picnics, beach parties, etc.
10. The **PLANNING COMMITTEE** shall:
Review Club policies, plans and programs relating to future interests and activities and recommend to the Board what changes, if any, should be considered.

INCIDENT (SAFETY) REPORTS

As skipper of a Club boat, you are responsible for the safety of your crew, for the boat and for its equipment.

Written reports of incidents involving Club property - capsizes, groundings, collisions, etc. - experiences from which others may learn and benefit - are welcomed, encouraged, and where no injury or damage is incurred, are strictly voluntary and may be submitted anonymously.

There are, however, circumstances where a signed report is mandatory. Failure to comply will result in loss of sailing privileges.

A report must be written and submitted to the Director of Safety and Instruction within one week of the occurrence of any incident resulting in: personal injury; loss or damage to equipment exceeding \$25; or damages sufficient to cause a boat to be removed from the beach area for repair. Note that the repair or replacement of equipment worn or broken in normal use (e.g. halyards, cam cleats) need not be reported.

The Director of Safety and Instruction or the Commodore may require a report be written describing any incident where, while no injury or damage occurred, in his/her judgment high potential for injury or damage existed.