

JUNEAU YACHT CLUB

SAIL SQUADRON

2008

Wednesday Night Series Races

These Specific Sailing Instructions are to be read together with the General Sailing Instructions for the Juneau Sailing Club. In case of conflict the Specific Sailing Instructions apply.

1. **Rules:** All races will be guided by the 2005-2008 US Sailing Racing Rules of Sailing, except as modified herein. The 1972 COLREGS govern interaction with non-competing vessels at all times. Further, any rules contained in this document which may be in conflict with US Coast Guard laws and regulations, or other maritime laws and regulations, are, of course, over-ridden by the applicable laws or regulations.
2. **Eligibility** Any sailboat may participate by simply paying the entry fee and showing up for the races. Payment for each series or race must be made at the skippers' meeting prior to each event.
3. **Handicapping** Handicaps will be provided to all skippers at the skippers' meeting prior to each race series. Each boat will have a rating issued by the Juneau Yacht Club using PHRF handicaps and guidelines. All PHRF ratings will be based on the PHRF Northwest handicapping system. Any change to a boat's PHRF rating must be approved by the race committee. A change in a PHRF rating takes effect on the day it is recorded by the local handicapper. A change may be made on any day, and takes effect at 0001 on the day the change is recorded.

Unless otherwise indicated in specific sailing instructions for the event, races are sailed using the Time on Time correction method using the equation:

$$T_c = T_e * (650/(520+PHRF))$$

Where PHRF is the boat's rating T_e is the elapsed time in seconds and T_c is the final corrected time, in seconds.

All boats must sail in their standard configuration. Removal of tables, galley or other equipment, which is normally a part of the boat's standard configuration, is not permitted.

4. **Responsibility** The skipper of each boat is responsible for any unsportsmanlike conduct on the part of its crew. Infringement of Rules 2 & 3, US Sailing Rules of Racing or fair sailing practices, may result in a competitor being disqualified from the event in question and excluded from further participation in the JYC sailing program.

Occasionally, sailboat racing has resulted in injury or the loss of life. All competitors in JYC sponsored events participate at their own risk. It shall be the responsibility of the skipper to inform the crew of the risks of sail boating, to make sure they understand and accept those risks, to decide whether the crew is competent and adequate for the event, and to decide whether to start or to continue in a race.

When a boat is notified that she has been selected for an inspection of required safety equipment, she shall report for and submit to the inspection.

5. **Postponement** If the Committee Boat (in its absence, the Race Committee) determines a postponement is warranted, it will be indicated by an announcement on VHF radio channel 68.
6. **The Start** Races will start in accordance with rule 26. Specifically, the following flags will be used:
- a. Warning signal (5 minutes to start) Red flag
 - b. Preparatory signal (4 minutes to start) Blue flag
 - c. One minute Blue flag removed
 - d. Starting signal Red flag removed
7. **Finish** A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark either for the first time or, if she takes a penalty, after complying with rule 31.2 or rule 44.2.
8. **Individual Recalls** When at her starting signal, if any part of a boat's hull, crew or equipment is on the course side of the starting line, the boat shall sail completely to the pre-start side of the line before starting. The committee boat will perform the recall by hailing the boat(s) being recalled by name or sail number by shouting or VHF channel 68.
9. **General Recalls** When at the starting signal several unidentified boats are on the course side of the starting line or there has been an error in the starting procedure, the committee boat may make a general recall by:

- a. A series of four (4) short blasts on an air-horn, followed by
- b. Lowering the red racing flag

When it is apparent all boats received the message, a general recall will be followed by a new warning (yellow) signal.

- 10. **Come Within Hail** On occasion it will be necessary for all boats to receive instructions, such as course alterations or significant rescheduling. Between races or a postponement, it is each skipper's responsibility to receive the race information by either receiving the information by VHF radio or coming within hail of the committee boat to find out what is happening.
- 11. **Abandonment** If a race is being abandoned for any reason, the race committee will announce the abandonment on VHF channel 68.
- 12. **Use of Engine** A boat late for her start may use her engine after the preparatory (blue) signal, but only to traverse a normal direct course to the starting area, and she may not start until five minutes after turning off her engine.
- 13. **Protests** All protest procedures will follow the rules in Part V. In addition, notification to the race committee must occur as follows:
 - a. If a committee boat is present, the protesting skipper must notify the committee boat of the existence of the protest within one-half hour of the conclusion of the race, and prior to the start of the following race.
 - b. If a committee boat is not present, then the same notification as above must be made to any race committee member or any other race committee member if the protesting skipper is a race committee member.
 - c. In any distance race where periodic radio check-ins are required, the protest must be communicated via radio to the coordinating skipper at the next check-in, or at the conclusion of the race, whichever occurs first. The protesting boat must attempt to contact the protested boat by VHF radio as soon as possible.

Finally, upon receiving one of the above notifications, the appropriate authority will decide the protest immediately, if possible, or notify affected skippers of when the protest will be decided by the protest committee.

14. **Penalties** A boat that may have broken a rule of Part II of the racing rules may take a 720° (rule 44). A boat that touches a mark while racing may take a 360° turn (rule 31).

15. **Scoring** The low-point scoring system, Appendix A4.1 of the racing rules, will apply. The specific sailing instruction may specify an alternate scoring system to be used for each event.

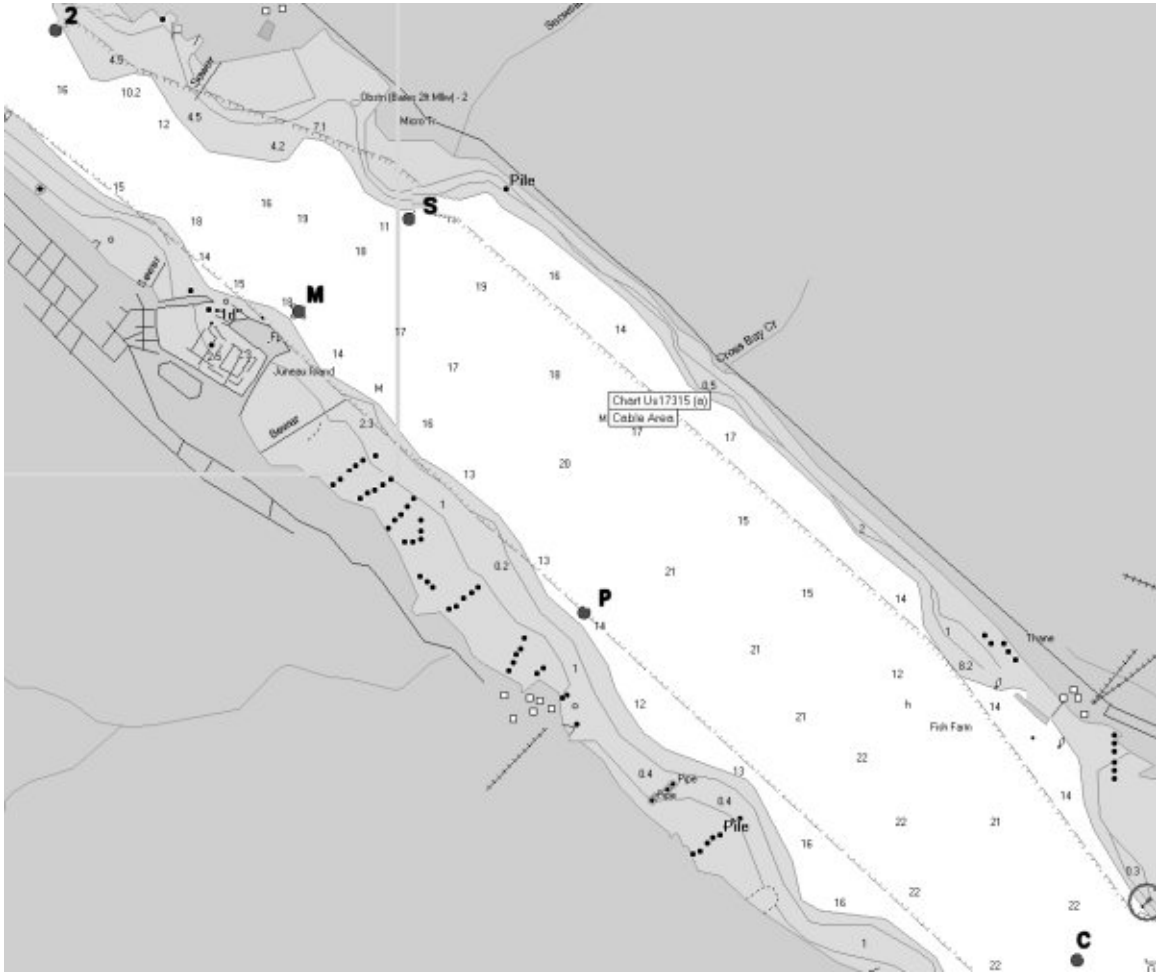
If four or more races are completed in a series event, there will be one throw out.

16. **Race Committee** The Race Committee will be responsible for managing all aspects of each race. All decisions of the Committee are final. While on the water, responsibility for race management will rest solely with the skipper of the Race Committee Boat. The Race Committee Boat will be appointed prior to each day's sailing. Decisions of the Race Committee Boat are not open to appeal.

17. **Placement of Racing Marks** Responsibility for mark placement and retrieval will be determined prior to each day's racing. Boats retrieving marks will be responsible for storing the marks until the next race day, and re-inflating the marks, unless other arrangements are made.

18. **Safety** All boats participating in JYC events must meet US Coast Guard requirements for safety equipment, seaworthiness, and environmental concerns. Some of the requirements include a posted garbage notice and plan, a posted warning about oil discharges, fire extinguishers, dewatering device (e.g. bilge pump), ground tackle, navigation lights, audible warning device, life jackets, flares, documents, numbering, and appropriate controls for fuels. Specifics for each boat can be found in the Coast Guard publications.

19. JYC Buoy Racing Courses



M - Starting Buoy

P - Buoy by Paris Creek

S - Buoy by Snow slide creek

2 - Can at end of Cruise ship Dock

C - Imaginary line between Sheep Creek Dolphin and Ready Buillon Creek

Races: (all roundings to Port)

1: M-P-M	11: M-2-M
2: M-P-2-M	12: M-2-P-M
3: M-P-S-2-M	13: M-2-P-M-P-M
4: M-C-M	14: M-2-C-M
5: M-C-S-2-M	15: M-2-C-P-M
6: M-C-P-C-M	16: M-2-C-S-M
7: M-C-S-P-M	17: M-2-S-P-M*
8: M-P-S-C-M	18: M-2-S-C-M*
9: M-P-2-P-M	19: M-2-C-S-P-M
10: M-P-2-C-M	20: M-2-C-S-C-M

* S rounding to starboard