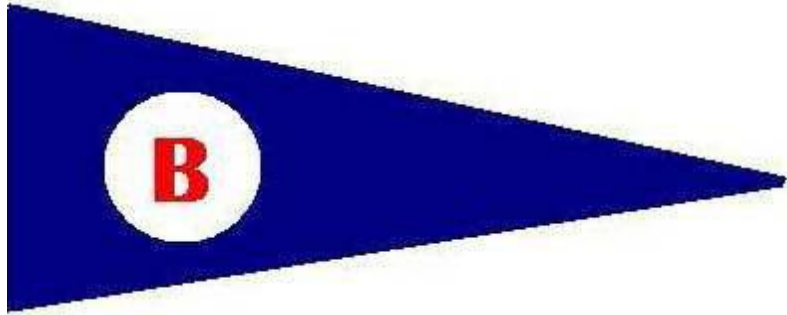


Bloomington Yacht Club



Race Manual

2010

Race Manual Contents – 2010

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Welcome

Welcome, all members of the Bloomington Yacht Club, to the 2010 Sailing Season. Whether you are a racing sailor, day sailor, or an interested observer, you should find this manual helpful in participating in our sailing activities. In addition to the race calendar itself, you will find schedules of special events, a reference to the Racing Rules of Sailing, starting procedures and signals, and other useful information.

New for 2010 is the addition of a separate series of races for boats 14' and under. These races, to be held on Saturday afternoons and Wednesday evenings, are intended to give owners of two boats an opportunity to race them both. All boats will be included in the Sunday series. Season awards will be given for both series.

All members are encouraged to participate in these sailing activities, if not as a skipper, perhaps as a crew, on the committee boat, or in shore side support. If you have any questions, do not hesitate to ask any member. Have fun. See you on the water.

Hank Young
Vice Commodore

Racing Rules

The conduct of all BYC races shall be governed by the Racing Rules of Sailing as published by the International Sailing Federation, except as otherwise noted in this Race Manual and the sailing instructions posted on the bulletin board. These rules are effective for the years 2009 – 2012, and can be found on the Internet: www.ussailing.gov or in numerous other publications.

A word from the Commodore

I hope you enjoy this year's Sunday races. If you are new to racing, use this manual to learn the race courses we set and the start procedures that the race committee will follow. Returning race skippers might review the list of signal flags near the end. Also, you may wish to check the handicap numbers. Just how far ahead does a Laser have to finish to actually beat a Force 5?

We mention Racing Rules a lot because they are Safety Rules. When the wind makes racing exciting, our boats move so fast that sometimes split-second decisions are necessary to avoid hitting other boats. The rules spell out which way boats should turn and which boat should make the first move. Please review the important rules for avoiding other racing boats.

Our racing program is in its 50th year! This is a great hobby and we will celebrate it with our 50th Lake Lemon Regatta in September. Practice for that regatta by sailing some Sunday races. And, race on enough Sundays to win an award. Good luck!

Victor Goodman
Commodore

Race Schedule – 2010

Sunday Series

Sun	May 2	1:30 PM	Arm Chair Regatta **
Sun	May 16	1:30 PM	Regular Races
Sun	May 23	1:30 PM	Regular Races
Sun	May 30	1:30 PM	Regular Races
Sun	June 6	1:30 PM	Regular Races
Sun	June 13	1:30 PM	Regular Races
Sun	June 20	1:30 PM	Regular Races
Sun	June 27	1:30 PM	Regular Races
Sun	July 4	1:30 PM	Team Race **
Sun	July 11	1:30 PM	Regular Races
Sun	July 18	1:30 PM	Regular Races
Sun	July 25	1:30 PM	Regular Races
Sun	Aug 1	1:30 PM	Regular Races
Sun	Aug 8	1:30 PM	Regular Races
Sun	Aug 15	1:30 PM	Regular Races
Sun	Aug 22	1:30 PM	Regular Races
Sun	Aug 29	1:30 PM	Regular Races
Sun	Sept 5	1:30 PM	Regular Races
Sun	Sept 12	1:30 PM	Regular Races
Sun	Sept 19	1:30 PM	Regular Races
Sun	Sept 25	10:00 AM	Lake Lemon Regatta **
Sun	Sept 26	10:00 AM	Lake Lemon Regatta **
Sun	Oct 3	1:30 PM	Regular Races
Sun	Oct 10	1:30 PM	Regular Races
Sun	Oct 17	1:30 PM	Regular Races
Sun	Oct 24	1:30 PM	Regular Races **

The Sunday series is for all boats (“A” & “B” fleets) which will race the same full course and will compete for the same series of awards.

Saturday-Wednesday Series: Boats 14’ or less

Sat	Jun 5	1:30 PM	Regular “B” Fleet Races
Wed	Jun 16	1:30 PM	Regular “B” Fleet Races
Sat	Jul 3	1:30 PM	Regular “B” Fleet Races
Wed	Jul 21	1:30 PM	Regular “B” Fleet Races
Sat	Aug 7	10:00 AM	Commodore’s Cup **
Wed	Aug 18	1:30 PM	Regular “B” Fleet Races
Sat	Sep 4	1:30 PM	Regular “B” Fleet Races
Wed	Sep 15	1:30 PM	Regular “B” Fleet Races
Sat	Oct 4	1:30 PM	Regular “B” Fleet Races

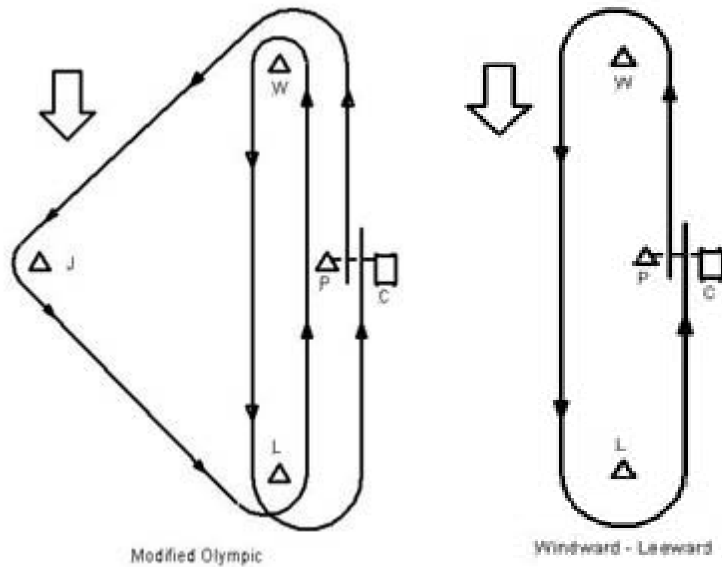
The Saturday-Wednesday series is in addition to the Sunday series, and is for boats 14' or less ("B" fleet) which will compete for a separate series of awards.

**** Special Events ****

Sun	May 2	1:30 PM	Arm Chair Regatta Racing Clinic
Sun	Jul 4	1:30 PM	Team Race Pirates vs Buccaneers
Sat	Aug 7	10:00 AM	Commodore's Cup "B" Fleet Boats – 14' or less
Sat-Sun	Sep 25-26	10:00 AM	Lake Lemon Regatta – 50 th Anniversary Invitational - "A" & "B" Fleets Y-Flyer Circuit
Sun	Oct 24	1:30 PM	Last Chance Regatta Tim Roualet Cup Individual Handicaps

Race Course

The usual race course is a modified Olympic course in which the boats sail around a triangle including the windward mark "W", the jibe mark "J", and the leeward mark "L", then back to the windward mark "W", and to the leeward mark "L" and finally to the finish line between the pin "P" and the committee boat "C". See diagram below, left. All marks are left to port as the fleet proceeds counter-clockwise around the course, except on rare occasions when the course is reversed. If desired, as in lighter winds, a shorter course, either the triangle portion of the modified Olympic course or a windward - leeward course (see diagram below, right) may be set. Or, in lieu of setting a larger course, an additional triangle or windward - leeward lap may be added. Race courses are set at the discretion of the race committee for the day. All boats (both "A" & "B" fleets) will start together and sail the same course.



The course will be designated by placards displayed on both sides of the committee boat as follows: The course placards such as $\Delta_W_L_W$ will be followed by a red “P” or a green “S” placard indicating that the marks are to be left to port or starboard. For example:

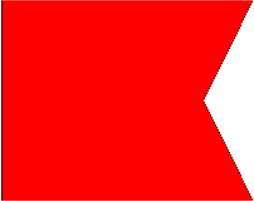
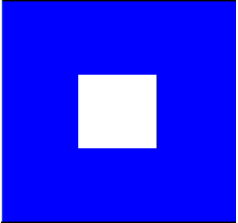
$\Delta_W_L_W_P$	Indicates the boats will sail the modified Olympic course counter clockwise around the triangle (windward, jibe, leeward), then the windward, leeward marks, and finally windward to the finish line, leaving all marks to port.
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Occasionally, the race committee may set two marks, thus forming a gate. This will usually be at the leeward end of the race course. The proper course is to pass between the marks from the direction of the previous mark.

In order to avoid prolonged delays between races, if one or more boats lag the rest of the fleet by more time than their handicap would bring their corrected time into the range of the fleet, the race committee may declare a DNF for the lagging boat(s) and begin the start sequence for the next race. In such cases, the race committee shall hail the affected skippers and allow them enough time to return to the start area for the next race.

On some occasions, the finish line will be designated as “sacred”, meaning that after the start, boats shall not sail between the finish mark and the committee boat except when finishing. This will be signaled by a yellow “Q” flag displayed on the committee boat.

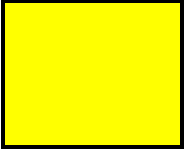
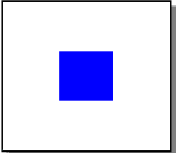


Starting Signals

5 min	Warning	 "B" Flag	1 sound
4 min	Preparatory	 "P" Flag	1 sound
1 min	One Minute	"P" Flag Removed	1 long sound
0 min	Start	"B" Flag Removed	1 sound

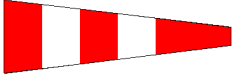
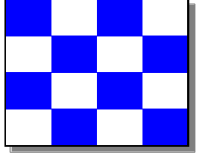

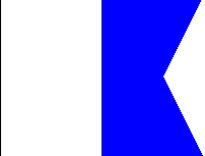
Other Starting Signals

 <p data-bbox="375 506 464 537">"I" Flag</p>	<p data-bbox="631 310 1372 520">Boats on the course side of the starting line or its extensions during the final minute of the start sequence must return outside the starting line prior to starting as per Rule 30.1. This flag may be displayed in lieu of the "P" flag. The "Z" penalty flag (Rule 30.2) and the Black disqualification flag (Rule 30.3) will not normally be used</p>
 <p data-bbox="375 804 464 835">"X" Flag</p>	<p data-bbox="631 613 1372 751">Individual Recall – 1 sound. Boats whose sail numbers are hailed from the committee boat must return and restart. This includes boats on the course side of the starting line when the "I" flag is displayed'</p>
 <p data-bbox="331 1066 508 1098">First Substitute</p>	<p data-bbox="631 909 1372 1014">General Recall – 2 sounds. The warning signal for a new start will be made one minute after the First Substitute is removed (one sound)</p>
 <p data-bbox="375 1362 464 1394">"Y" Flag</p>	<p data-bbox="631 1171 1372 1310">Personal Floatation Devices (life jackets) must be worn by all competitors. This flag will be displayed at the discretion of the race committee as weather conditions dictate. Skippers and crew members are ultimately responsible for their own safety.</p>

Course Change Signals

 <p>"Q" Flag</p>	<p>Sacred Start/Finish Line. After starting, boats shall not cross the start/finish line except to finish the race</p>
 <p>"S" Flag</p>	<p>Shortened Course – 2 sounds. Finish between the nearby mark and the staff displaying this flag.</p>
 <p>"C" Flag</p>	<p>Course Change – repetitive sounds. The position of the next mark has been changed. The new course will be announced audibly from the committee boat displaying this flag.</p>
 <p>"M" Flag</p>	<p>The object displaying this signal replaces a missing mark</p>

Postponed/Abandoned Signals

 <p>"AP" Flag</p>	Postponement – 2 sounds. Races not started are postponed
 <p>"N" Flag</p>	Abandonment – 3 sounds. All races are abandoned
 <p>"H" Flag</p>	Further signals ashore (displayed with postponed or abandoned signals)
 <p>"A" Flag</p>	No more racing today (displayed with postponed or abandoned signals)

Race Scoring

For all regular races in the Sunday Series, participating racers (both “A” and “B” fleets) will start together, sail the same course, and compete for the same awards. For races in the Saturday-Wednesday Series, boats 14’ or less (“B” Fleet) will compete for a separate set of awards. Members may compete in both series.

The actual finish times will be recorded by the race committee on the pontoon boat. At the end of the race day, the actual finish times will be corrected by a Portsmouth handicap factor appropriate for the boat class and wind strength (see the appendix for the Portsmouth handicap numbers being applied). The results will be posted on the Bloomington Yacht Club Google Group. The corrected time is calculated as follows:

Corrected time = Actual time x 100 / PHRF

If the Race Committee has declared a DNF for a boat(s) which lags the rest of the fleet by so much time that its corrected time would still result in a last place, the race committee shall record the finish as a DNF (did not finish) for that boat(s). In addition, the race committee shall estimate what the actual finish time would have been, so that a fair personal performance (see Last Chance Regatta, below) for the race can later be determined. Both the DNF score and the estimated finish time shall be recorded on the score sheet.

A low point scoring system is used to determine the results for the season or for a series. Ties will be broken in favor of the boat finishing first the most times, then second, etc. If a tie is not broken by this method, the tie will be broken in favor of the boat beating the other the most times. If the tie is still not broken, it will be broken in favor of the boat with the best score in the final race.

Last Chance Regatta: For this series an additional handicap will be applied to the corrected time, based on each skipper’s performance for the season up to the series. The performance factor is the skipper’s corrected time compared to the corrected time of the first place boat in each race. Note: the performance factors are accumulated for each skipper, regardless of which boat he is sailing. These performance factors are averaged for the season and applied to the corrected times for each race in the handicap series, as follows:

Performance factor = Skipper’s corr. time / 1st place corr. time

Handicap time = Corrected time x average performance factor

Race Committee

All BYC members are encouraged to serve on the race committee for at least one race day or regatta, and will have an opportunity to volunteer for this duty. For any member who is not familiar with our racing procedures, etc., assisting on the race committee is an excellent opportunity to gain experience.

Each active racing skipper is expected to serve as Race Officer of the Day (ROD) for two race days, either a Sunday, or a Saturday, or a Wednesday. Assistant Race Officers of the Day (ARODs) are not needed for Saturdays or Wednesdays (except regattas), but each BYC member is required for AROD duty on a Sunday race committee.

The Vice Commodore will maintain a roster of ROD and AROD assignments and post them on the club bulletin board as well as the Bloomington Yacht Club Google group. Members may sign up for the ROD and AROD duties on the bulletin board or via e-mail to the Vice Commodore.

Service on the race committee for one or more days or at a BYC regatta is a prerequisite for consideration for seasonal awards. Service on the race committee also counts as an equivalent number of races entered in meeting the minimum number of races for seasonal awards.

Race committee responsibilities are detailed in a separate Race Committee Manual.

Awards

To be eligible for the season awards or the Last Chance Regatta awards, skippers must participate in 50% of the races sailed by the fleet. Participation may be as skipper, crew, or on the race committee, but scores will be applied to the boats only (or in the case of the Last Chance Regatta, to the skippers only). This eligibility does not apply to the Commodores Cup or to the Lake Lemon Regatta.

Season awards

Separate awards will be given for the Sunday Series and the Saturday-Wednesday Series of races. The top 25% of the eligible boats will be awarded trophies for 1st, 2nd, 3rd, etc. places. Awards will be presented at the annual meeting in November.

Commodores Cup

A traveling trophy is awarded to the winner. 1st, 2nd, and 3rd place trophies are also awarded. Awards will be presented after the last race.

Lake Lemon Regatta

This regatta is part of the Midwest Y-Flyer circuit. The Y-Flyer fleet will start separately and will be scored by actual finish positions using the AYPYRA low point scoring system. In addition to the traveling trophy awarded by the Y-Flyers, BYC will also award trophies for 1st, 2nd, and 3rd places. 1st, 2nd, and 3rd place trophies will also be awarded to the "A" and "B" fleets, based on Portsmouth corrected times. Awards will be presented after the last race.

Last Chance Regatta

The Tim Roualet Cup, named in honor of the first winner of this annual event in 2008, is a travelling trophy which will be awarded to the winner of this one-day series. 1st, 2nd, and 3rd place keeper trophies will also be awarded. Awards will be presented at the annual meeting in November.

Beaufort Scale of Wind Velocity *

Beaufort #	Wind (Knots)	WMO	On the water **	On Land
0	Less than 1	Calm	Sea surface smooth and mirror like	Calm, smoke rises vertically
1	1 – 3	Light Air	Scaly ripples, no foam crests	Smoke drift indicates wind direction, still wind vanes
2	4 – 6	Light Breeze	Small wavelets, crests glassy, no breaking	Wind felt on face, leaves rustle, vanes begin to move
3	7 – 10	Gentle breeze	Large wavelets, crests begin to break, scattered whitecaps	Leaves and small twigs constantly moving, light flags extended
4	11 – 16	Moderate breeze	Small waves 1 – 4 ft, becoming longer, numerous whitecaps	Dust, leaves, and loose paper lifted, small branches move
5	17 – 21	Fresh Breeze	Moderate waves 4 – 8 ft taking longer form, many white caps, some spray	Small trees in leaf begin to sway
6	22 – 27	Strong Breeze	Larger waves 8 – 13 ft, whitecaps common, more spray	Large tree branches moving, whistling in wires
7	28 – 33	Near Gale	Sea heaps up, waves 13 – 20 ft, white foam streaks off breakers	Whole trees moving, resistance felt walking against wind
8	34 – 40	Gale	Moderately high (13 – 20 ft) waves of greater length, edges of crests begin to break into spindrift, foam blown in streaks	Whole trees in motion, resistance felt in walking against wind
9	41 – 47	Strong gale	High waves (20 ft) sea begins to roll, dense streaks of foam, spray may reduce visibility	Slight structural damage occurs, slate blows off roofs

* Note: This is a partial chart, including winds up to 47 knots only

** Conditions on the water are described for the high seas. Conditions experienced on Lake Lemon will be somewhat less, particularly in the higher wind velocities.

**Portsmouth Handicap Numbers
For BYC Sailboat Classes
Effective – 2008 ***

Beaufort #	0 – 1	2 – 3	4	5 – 9
M P H	0 – 4.0	4.1 – 12.0	12.1 – 18.9	19.0 – 53.9
Knots	0 – 3	4 – 10	11 – 16	17 – 47
C Scow	81.4	80.1	78.1	77.6
Flying Dutchman	82.6	81.5	78.4	75.9
Flying Scot	92.1	90.4	89.1	87.5
Force 5	98.1	96.6	95.3	93.4
Highlander	87.8	86.3	82.7	80.5
Hobie 14	95.0	90.1	85.6	80.9
Hobie Tiger F18	65.4	63.9	61.3	59.5
Interlake	92.3	90.1	89.2	87.1
Jet 14	97.5	98.2	96.6	94.6
Laser	93.7	92.3	91.0	88.2
Laser Radial	99.4	97.3	93.6	
Nacra 5.8	72.1	69.3	65.7	62.2
San Juan 21	97.1	94.9	93.7	93.7
Sunfish	103.0	100.4	97.8	95.8
Thistle	83.0	83.0	83.0	83.0
Wayfarer	94.0	91.7	90.5	89.5
Y Flyer	89.5	87.9	86.4	83.4

Note: The 2010 handicaps are not available as of this printing
2010 numbers will be distributed when available

Lake Lemon

