

2009 Race Schedule

Date	Day	Distance	Time	Race	Race Committee	Time Limit	Notes
May 9	Sat	10-15	10:00	Barrister Cup	Bag Lady	5.0	1, 6
May 13	Wed	3-5	19:00	A & B Div. Spring Series 1	Glass Slipper	2.5	1, 2
May 14	Thur	3-5	19:00	C & D Div Spring Series 1	That's Ridiculous	2.5	1, 2
May 20	Wed	3-5	19:00	A & B Div. Spring Series 2	Prowler	2.5	1, 2
May 21	Thur	3-5	19:00	C & D Div Spring Series 2	Eclipse	2.5	1, 2
May 23	Sat	3-5	11:00	Memorial Day Regatta	Self Start	3.0	1,9,15
May 27	Wed	3-5	19:00	A & B Div. Spring Series 3	Night Hawk	2.5	1, 2
May 28	Thur	3-5	19:00	C & D Div Spring Series 3	Anomaly	2.5	1, 2
June 3	Wed	3-5	19:00	A & B Div. Spring Series 4	Radical 2	2.5	1, 2
June 4	Thur	3-5	19:00	C & D Div. Spring Series 4	Ragamuffin	2.5	1, 2
June 6	Sat	15-30	10:00	Long Distance Race	Anomaly	N/A	1, 11
June 10	Wed	3-5	19:00	A & B Div. Spring Series 5	Catch The Wind	2.5	1, 2
June 11	Thur	3-5	19:00	C & D Div. Spring Series 5	Tigger	2.5	1, 2
June 13	Sat	TBD	TBD	S.Y.C Port Jefferson Harbor Cup	SYC	TBD	TBD
June 17	Wed	3-5	19:00	A & B Div. Spring Series 6	Zara	2.5	1, 2
June 18	Thur	3-5	19:00	C & D Div. Spring Series 6	Irish Mist	2.5	1, 2
June 21	Sun	3-5	11:00	Father's Day Race	Fools Paradise	3.0	1
June 24	Wed	3-5	19:00	A & B Div. Spring Series 7	Panache	2.5	1, 2
June 25	Thur	3-5	19:00	C & D Div. Spring Series 7	That's Ridiculous	2.5	1, 2
June 27	Sat	16(22)	10:00	Mattituck Race/Cruise	Anomaly	N/A	1,15,16
July 6	Mon	3-5	19:00	Double Handed Series 1	Patriot	2.5	1, 17
July 8	Wed	3-5	19:00	A & B Div. Summer Series 1	Kyrenia II	2.5	1, 5
July 9	Thur	3-5	19:00	C & D Div. Summer Series 1	Reprise	2.5	1, 5
July 11	Sat	11.0	11:00	Flax Pond Race/Fun Day	Anomaly	N/A	1,14,15
July 12	Sun	5-10	15:00	Ladies Day Race	Silent Runner	3.0	1, 12
July 13	Mon	3-5	19:00	Double Handed Series 2	Anna IV	2.5	1, 17
July 15	Wed	3-5	19:00	A & B Div. Summer Series 2	Kyrenia II	2.5	1, 5
July 16	Thur	3-5	19:00	C & D Div. Summer Series 2	Harp	2.5	1, 5
July 20	Mon	3-5	19:00	Double Handed Series 3	Breezin	2.5	1, 17
July 22	Wed	3-5	19:00	A & B Div. Summer Series 3	Concordia	2.5	1, 5
July 23	Thur	3-5	19:00	C & D Div. Summer Series 3	Starwood	2.5	1, 5
July 25	Sat	3-5	10:00	Double Handed Restricted	Bits-n-Pieces	3.0	1, 12
July 26	Sun	3-5	10:00	Single Handed	Rig-A-Tony	2.5	1, 8
July 27	Mon	3-5	19:00	Double Handed Series 4	Akula	2.5	1, 17
July 29	Wed	3-5	19:00	A & B Div. Summer Series 4	Concordia	2.5	1, 5
July 30	Thur	3-5	19:00	C & D Div. Summer Series 4	Gunsmoke	2.5	1, 5
Aug 5	Wed	3-5	19:00	A & B Div. Summer Series 5	Sea Change	2.5	1, 5
Aug 6	Thur	3-5	19:00	C & D Div. Summer Series 5	Reprise	2.5	1, 5
Aug 8	Sat	10-20	20:00	Middle Ground Night Race	Puff	N/A	1, 13
Aug 12	Wed	3-5	19:00	A & B Div. Summer Series 6	Wizard	2.5	1, 5
Aug 13	Thur	3-5	19:00	C & D Div. Summer Series 6	Bobsled	2.5	1, 5
Aug 15	Sat	3-5	10:00	Pro-AM	Sea Change	3.0	1, 4a
Aug 16	Sun	13.0	13:00	Jackrabbit Race	Sea Rose	N/A	1, 3
Aug 19	Wed	3-5	19:00	A & B Div. Summer Series 7	Faith	2.5	1, 5
Aug 20	Thur	3-5	19:00	C & D Div. Summer Series 7	Better Days	2.5	1, 5
Aug 22	Sat	TBD	TBD	American Cancer Society Regatta	Ecstasy	TBD	TBD
Aug 23	Sun	TBD	TBD	ACS Regatta (Rain date)	Ecstasy	TBD	TBD
Aug 26	Wed	3-5	19:00	A & B Div. Summer Series 8	Wizard	2.5	1, 5
Aug 27	Thur	3-5	19:00	C & D Div. Summer Series 8	Raggamuffin	2.5	1, 5

2009 Race Schedule – continued

Date	Day	Distance	Time	Race	Race Committee	Time Limit	Notes
Sept 12	Sat	TBD	TBD	MSYC Brad Amatto Regatta	MSYC	TBD	TBD
Sept 19	Sat	10-20	10:00	Fall Series 1	Providence	5.0	1, 10
Sept 27	Sun	10-20	10:00	Fall Series 2	Sound Advice	5.0	1, 10
Oct 3	Sat	10-20	10:00	Fall Series 3	Akula	5.0	1, 10
Oct 11	Sun	10-20	10:00	Fall Series 4	Rig-A-Tony	5.0	1, 10

Race Notes

1. See "General Racing Information", for starting procedures, course marks, finish, etc. Contact the Vice-Commodore for further information.
2. This series is, best 5 out of 7 event. If a race (or races) is abandoned or otherwise not sailed, the series will be 4 out of 6, 3 out of 5, 3 out of 4 or 2 out of 3. Beyond that the remaining 2 races will be scored and awards issued as individual races.
3. For this race see course, starting times and other information in section VIII: Jackrabbit Race.
4. **Ladies Day** - Helmsperson must be female who is not the usual skipper of the boat. At least 50 percent of the crew must be female. This is as a one-day, one- race, Non-Spinnaker event.
- 4a. **Pro-Am** – Any boat which has never won a racing trophy in the club is eligible to race. Experienced crew may be used, but they may not helm the boat. This is a Non-Spinnaker event.
5. This series is a best 6 out of 8 event. If a race(s) is abandoned or otherwise not sailed, the series will be, 5 out of 7, 4 out of 6, 3 out of 5, 3 out of 4, 2 out of 3. Beyond that the remaining 2 races will be scored and awards issued as individual races.
6. Courses for the **Barrister Cup** race should be designated for all divisions as follows:

COURSE	MARKS	COMMENTS
"A"	(A)JFCA	all marks to port
"B"	(Y)AFCA	pass the 1 st "A" to starboard/all other marks to port
"C"	(A)CFJA	all marks to starboard
"D"	(A)TCFA	pass "T" to port/all other marks to starboard

Note: () indicates starting mark

7. There will be a party at the MSYC after the race.
8. **Self-Steering Devices** - Self-steering devices such as autohelm or wind vanes will not be allowed. However, system of lines and cords or some other means of keeping the rudder in a temporarily fixed position is allowed.
9. **Memorial Day Race** will be followed by a raft up in Pt. Jefferson Harbor. Due to new regulations in Port Jefferson Harbor, our raft-up will be at anchor. The authorities advise us that a minimum of every other boat should drop an anchor and this should take place in the designated anchorages (not the mooring field). For this event, we will attempt this feat on the east side of the PJ Inlet, near the beach, between the inlet and Pirates Cove.

Race Notes – continued

10. This series is a best 3 out of 4 event. If one race is abandoned or otherwise not sailed, the series will be 2 out of 3. Beyond that the remaining 2 races will be scored and awards issued as individual races.
11. This will be the 21th annual long distance race.
12. Restrictions: Up to two people and one member of the crew must be female or if a male, he must be under 18 years of age. This is a Non-Spinnaker event.
13. Suggested courses for the **Middle Ground Night Race** are designated below. Any other course used must include "F" mark and only lighted marks.

COURSE	DIVISIONS	MARKS	NOTES
"A"	All Div.	(Y)RFX	pass "R" to starboard/all other marks to port
"B"	All Div.	(Y)AFCX	pass "A" to starboard/all other marks to port
"C"	All Div.	(Y)ACFX	all marks to starboard
"D"	All Div.	(Y)OCFX	all marks to starboard

Note: () indicates starting mark

14. The **Flax Pond Race** is a one-race event. Boats will use the self-start procedure described in Note 15. The finish is within 100 yards **Due North** of the entrance to Flax Pond. Record your own time, announce your time on VHF 68 and report your time to our club scorer within 72 hours.
15. These races will begin with a "Self Start". Boats will be positioned such that they are south of club mark A and are behind an imaginary line 180 degrees magnetic that intersects the club mark A. The Flax Pond and Memorial Day Regatta races boats will be positioned to the east of this line. For the Mattituck Race/Cruise, boats will be positioned to the west of this line. At the designated time of the race boats will begin racing and may sail to the course side of the line. Boats will not be penalized for crossing the line during maneuvers prior to the designated start time, but must cross to the course side of the line at or after the designated time of the race. Boats should communicate with one another in order to synchronize to GPS time. One boat can be a designated timekeeper, signaling all that the race has begun.
16. The Mattituck Race/Cruise finish will have to be done on your honor at the Green Can of Roanoke Shoal C "5". You should come within two boat lengths of the buoy, keeping it on your starboard side. Record your time when the buoy is south of your bow and announce your finish time on VHF channel 68 and report your time to your cruise captain.
17. The only restriction is the number of people. Up to two people with no restriction on gender or age. Self-steering and spinnakers are permitted. This series is a best 3 out of 4 event. If one race is abandoned or otherwise not sailed, the series will be 2 out of 3. Beyond that the remaining 2 races will be scored as individual races.

Sailing Instructions

I. RATING SYSTEM

- A. **The basic PHRF rating** for a specific boat assumes the boat is a standard production boat with a 155 genoa, a spinnaker, and a folding prop or retractable outboard. It also provides that a boat with a spinnaker may also use other headsails along with it, such as a staysail and/or a blooper. Spinnaker boats may also carry two headsails when the spinnaker is not in use, such as a genoa and a staysail. Boats racing non-spinnaker may only use one headsail at a time
- B. **Variations in basic rating.**
1. **Non-standard features** (tall rig, non-folding prop, hull modifications, largest headsail over 155, etc.) will result in rating adjustments.
 2. It is preferred that racers obtain a PHRF certificate from the YRA of LIS. As an added incentive we will honor cruising credits issued by the YRA of LIS.
 3. It is the responsibility of the skipper to inform the handicapper of any changes that may affect rating.

II. RACING RULES

- A. **US SAILING Racing Rules:** All racing will be conducted under the International Yacht Racing Rules as adopted by US Sailing for 2009 - 2012. It is the skipper's responsibility to familiarize himself with these rules.
1. Skippers should have a copy of the current Rules as well as a protest flag and form on board at all times.
 2. A boat shall carry adequate life-saving equipment for all persons on board, including one item for immediate use, unless her class rules make for some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.
- B. **Protests:** The following sections apply to all M.S.S.A. races, with the exception of the American Cancer Society Regatta.
1. **Protest filing:**
- A. Protest should be filed on the official U.S. Sailing protest form, or on a separate sheet of paper providing that all of the information required by Racing Rules of Sailing 2009 – 2012 is provided.
 - B. Protest shall be filed by 10:00 am the day following the finish of the race. Protesting yachts shall:
 1. Insert the protest form in the locked protest box (labeled "PROTEST") located in the M.S.S.A. shed at Old Man's Boat Yard (shed lock combination 1-9-7-5)
 2. Contact the Protest Committee Chairman (Phil Pape 631-473-1067) and inform him that the protest is in the box. If there is no answer, then you must leave a message on the answering machine. You may also e-mail the Protest Committee Chairman at phil@iusa.com

NOTE: BOTH OF THESE REQUIREMENTS MUST BE DONE BY 10:00 AM, THE DAY FOLLOWING THE RACE. THE PROTEST COMMITTEE CHAIRMAN WILL NOTIFY THE VICE COMMODORE IN ACCORDANCE WITH THE ABOVE GUIDELINES IF THE PROTEST COMMITTEE CHAIRMAN IS FILING A PROTEST HIMSELF.

2. Location and Time of Protests:

- A. The Yacht filing the protest must provide the venue for that protest. An unwillingness to do so can be considered grounds for disallowing the protest. This modifies RRS (63.2, 63.5)

NOTE: A PROTEST CAN NO LONGER BE GIVEN TO THE RACE COMMITTEE, FLEET CAPTAINS, OR CLUB OFFICERS. THERE IS NO NEED TO CONTACT FLEET CAPTAINS OR CLUB OFFICERS TO FILE A PROTEST.

Sailing Instructions - continued

C. Specific Club Rules

1. **Whisker poles** may be used on jibs and genoas. Non-Spinnaker boats have a whisker pole length restriction equal to your rated "LP" dimension and must be attached to the foremost mast when in use.
2. **Sail numbers** - all boats participating in racing must have a sail number, at least on the main sail.
3. **Communications.** Those yachts having a VHF radio should monitor Channel 68 prior to, during and shortly after a race for information from the committee boat or other racing yachts. This information can contain race starting time changes, course shortenings/changes and abandonment. A VHF radio is strongly recommended.
4. **A workable engine** capable of propelling the boat at or near hull speed must be on board for all PHRF races. Sufficient fuel to enable the boat to return to a safe port must be on board as well. One design fleets will decide applicable engine rules for their fleet only when the fleet races under the "one design" rule.
5. **Identification:** When checking in, before the start of the race, all yachts racing shall notify the committee boat as to the name of their yacht, sail number and their division.
6. **Abandoned:** Races can be abandoned due to weather at the discretion of the Race Committee, Commodore or the Vice-Commodore. Please try to consult with the Division Captains. In such a case, a meeting may be held just prior to leaving the docks in Mount Sinai at the Dock masters tower. Abandoned races should be announced on Channel 68 as soon as possible after the decision has been made and up until 15 minutes after when the race was to start.
7. **Changing Divisions/Fleets:** A yacht may not sail in two (2) divisions during the same series. After notifying the Vice Commodore a yacht may change divisions only once and only between series. This includes a yacht moving to a faster division.*Moving to a slower division than you are rated for is not allowed. Sailing in two (2) divisions during a series disqualifies the yacht for that series and risks forfeit of awards and racing privileges for the entire season and/or other sanctions as determined appropriate by the Bridge. See note 8.
8. **Spinnaker/Non-Spinnaker Fleets:** For races that do not count for the High Point Trophy, a yacht may decide to change fleets, from Spinnaker to Non-Spinnaker or Non-Spinnaker to Spinnaker. To change fleets, a boat must indicate its' intention by flying the 'C' (Charlie) flag from its' backstay. The flag must be flown prior to the first warning of the race and remain flying until the yacht has finished or withdrawn. In addition to flying the 'C' flag, the yacht must check in with the race committee and clearly hail their intention. Changing fleets in this manner is non-permanent. Permanent changes are made by notifying the Vice Commodore.
9. **Division Breakdown.** Divisions will be scored separately for High Point races.

DIVISION	PHRF RATING
A	Up to 100
B	101 & Up
C	Up to 140 Non-spinnaker
D	141 & Up Non-spinnaker

Sailing Instructions - continued

III. RACING PROCEDURE

- A. **All starts** are between the committee boat and one of the club marks, fixed or portable, unless otherwise stipulated in this Yearbook or by Newsletter.
- B. **Check in** by hail with the committee boat before the race, giving your boat name, sail number and division. It is the racing skipper's responsibility to assure that his boat is correctly checked in for the race.
- C. **Starting** will be in accordance with Rule 26 of the International Sailing Federation's Racing Rules of Sailing for 2009-2012. An illustration of how Rule 26 is applied can be found in the Committee Boat Procedures Section 2.4.

1. Typical Wednesday Evening A/B PHRF Fleet Race

Division B will be Class 1. The Class Flag will be the number 1 pennant.

Division A will be Class 2. The Class Flag will be the number 2 pennant

Signal	ACTION	RUNNING TIME (Mins.)	TIME	B DIVISION	A DIVISION
Class Flag 1	RAISE	As Listed	00:00	Warning Prep	
Preparatory	RAISE	Plus 1	00:01		
Preparatory	LOWER	Plus 4	00:04	Start	
Class Flag 1	LOWER	Plus 5	00:05		
Class Flag 2	RAISE	As Listed	00:05		Warning Prep
Preparatory	RAISE	Plus 1	00:06		
Preparatory	LOWER	Plus 4	00:09		Start
Class Flag 2	LOWER	Plus 5	00:10		

Notes: *A sound signal will be made with each visual signal, but if the audible signal is late or early, the visual signal determines the time.

** At the committee boats discretion, they may delay the second divisions sequence.

2. Typical Thursday Evening C/D Division PHRF Fleet Race

Division D will be Class 1. The Class Flag will be the number 1 pennant.

Division C will be Class 2. The Class Flag will be the number 2 pennant

Signal	ACTION	RUNNING TIME (Mins.)	TIME	D DIVISION	C DIVISION
Class Flag 1	RAISE	As Listed	00:00	Warning Prep	
Preparatory	RAISE	Plus 1	00:01		
Preparatory	LOWER	Plus 4	00:04	Start	
Class Flag 1	LOWER	Plus 5	00:05		
Class Flag 2	RAISE	As Listed	00:05		Warning Prep
Preparatory	RAISE	Plus 1	00:06		
Preparatory	LOWER	Plus 4	00:09		Start
Class Flag 2	LOWER	Plus 5	00:10		

Notes: *A sound signal will be made with each visual signal, but if the audible signal is late or early, the visual signal determines the time..

** At the committee boats discretion, they may delay the second divisions sequence.

Sailing Instructions - continued

3. Typical Weekend Joint Race:

*** All weekend races will have only 2 starts: Non-Spinnaker then Spinnaker.**

Non-Spinnaker will be Class 1. Spinnaker will be Class 2. The Class Flags will be the number 1 and 2 pennants coinciding with the class designations.

Signal	ACTION	RUNNING TIME (Mins.)	TIME	Non Spinnaker	Spinnaker
Class Flag 1	RAISE	As Listed	00:00	Warning	
Preparatory	RAISE	Plus 1	00:01	Prep	
Preparatory	LOWER	Plus 4	00:04		
Class Flag 1	LOWER	Plus 5	00:05	Start	
Class Flag 2	RAISE	As Listed	00:05		Warning
Preparatory	RAISE	Plus 1	00:06		Prep
Preparatory	LOWER	Plus 4	00:09		
Class Flag 2	LOWER	Plus 5	00:10		Start

Notes: *A sound signal will be made with each visual signal, but if the audible signal is late or early, the visual signal determines the time.

** At the committee boats discretion, they may delay the second division's sequence.

D. Class Flags:

First Class Starting



Second Class Starting:



E. **Joint Division Starts** As a general rule, we encourage starting divisions separately. In the event of a small turnout, divisions can be started together as outlined below.

- One division starting with another:** During the season there may be times when a division is represented by only 1 or 2 starting boats. At these times joint division starts should take place. The Committee Boat should start the poorly represented division with the next higher division (B starts with A / C starts with D). When this occurs, the results will be calculated on the standard division breakdown and awards made to all divisions racing as described in Section IV of the yearbook. Starting times will be at the regular time for each division, with the exception of the division that is moved up. That division will start at the regular time of the higher division.

When divisions are starting together, the Committee Boat will attempt to notify all affected yachts by voice and radio, Channel 68 VHF, and by **five (5) long horn blasts** (5 guns) well prior to the first gun, and fly the **"B" code flag** from its backstay (see section VI.). It is the responsibility of all yachts to check with the Committee Boat in these special cases.

- All Division Starting Together:** When All divisions (A,B,C & D) are to start as one, the Committee Boat will attempt to notify all yachts by voice and radio, Channel 68 VHF, and by **five (5) long horn blasts** (5 guns) well prior to the first gun, and fly the **code flag "A"** from its backstay. It is the responsibility of all yachts to check with the Committee Boat in these special cases. In the case of an 'All Divisions Start' **there will only be ONE starting sequence.**

Sailing Instructions - continued

F. Recalls

1. **Individual Recall.** If any boats are over early, the committee boat will sound **one (1) long blast** on the horn or one (1) gun, display **code flag "X"**, and if possible, hail sail numbers. See flag illustration in this yearbook.
2. **General Recall. Two (2) long blasts** on the horn or two (2) guns accompanying the hoisting of the **First Substitute** flag means all boats in that division must start again. Their sequence will begin after the last division. See flag illustration in this yearbook.

G. Courses

1. **Display** . The committee boat will display course signals referring to the following marks:

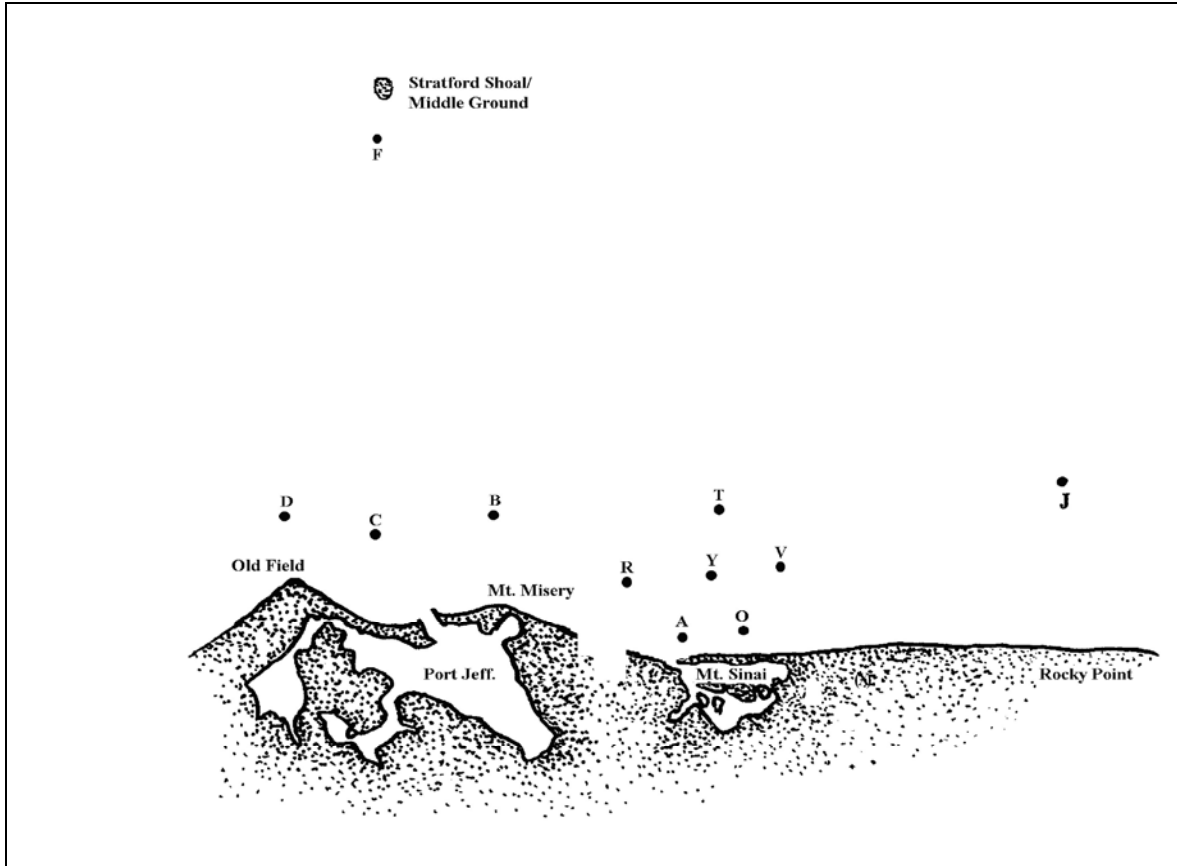
"A"	RW Mt. Sinai
"B"	C"11" off Mt. Misery Point
"C"	RW Mo (A) Bell, Port Jefferson
"D"	"11A" Gong off Old field Point
"F"	R"2" F1 4 sec. Gong, Middle Ground
"J"	C"9" - off Rocky Point
"K"	C"7" - off Shoreham
"L"	R"32A" (South of Greenwich Point)
"M"	RW Mo(A) Bell, Bridgeport
"N"	R"16" F1 5 sec Bell off Charles Island
"O"	Club Mark - Approx. .7 nautical miles on a heading of 96 degrees from "A"
"P"	RW"NH" Mo(A) Bell, New Haven
"R"	Club Mark - Approx. .85 nautical miles on a heading of 330 degrees from "A"
"S"	R"10G1" F1 R 4 sec Bell, Faulkner Island
"T"	Club Mark - approx. 1.75 nautical miles on a heading of 30 degrees from "A"
"V"	Club Mark - Approx. 1.5 nautical miles on a heading of 60 degrees from "A"
"W"	Club Mark - Temporary (portable) mark to be placed 1 nautical mile directly windward of the starting line.
"X"	Is "A" as a finishing mark when the Committee boat is NOT on station. 'X' (A) is to be passed within two boat lengths keeping the mark on the same side as the previous mark. Your boat is considered finished when any part of your hull or rig crosses an imaginary line at a 90 degree angle to the last leg. To be scored as finishing she shall note her finishing time and her relative finishing position to any nearby boats and report them to the club scorer as soon as reasonably possible in addition to announcing on VHF CH-68.
"Y"	Club Mark - located half-way between "A" and "T" approximately 0.85 nautical miles from A on a heading of 30 degrees from A.
"Z"	Club Mark - Z will be a temporary portable mark placed principally for the start to be directly to leeward of the first mark so that the first mark is dead into the wind. Distance to the first mark will be 3/4 of a mile unless otherwise specified

Sailing Instructions - continued

Club marks are approximated

2. Map of Mark Locations

Not to Scale



H. The course to be sailed will be signaled in one of the following ways:

1. The committee boat will display a series of letters and a red or green sign before a race. The letters represent marks. The red sign represents marks to port and the green sign represents marks to starboard. Any combination of letters constitutes the course of the race. The starting mark will not be posted. Courses should be selected to assure a windward first leg and overall a windward leeward course. Division Captains should be consulted.
2. As an alternative system, the committee boat may display a letter(s), which will refer to a specific course (see yearbook suggestions). When using such a course(s) the committee boat need **NOT** display the red (port) or green (starboard) sign with the racecourse.

Note: For any courses, "Z", the temporary portable mark may be used for the start in place of the starting mark shown in parentheses by placing it 0.75 to 1.0 NM from the upwind mark. The turning marks will remain the same.

- I. **Dropping Out** - Boats dropping out of races must make a positive effort to notify the committee boat. (Hail them on the way in, contact them on VHF 68, or ask another boat to relay the message)
- J. **When Maneuvering to Start** – Boats whose warning signal has not been made shall avoid the starting area.
Boats shall not hinder boats starting in divisions ahead of them and keep clear of all boats in their prep sequence.

Sailing Instructions - continued

- K. **In the event the committee boat is not on station at the finish.** The finishing mark is to be passed within two boat lengths keeping the mark on the same side as the previous mark. Your boat is considered finished when any part of your hull or rig crosses an imaginary line at a **90 degree** angle to the last leg. To be scored as finishing she shall note her finishing time and her relative finishing position to any nearby boats and report them to the race committee as soon as reasonably possible in addition to announcing on VHF CH-68.
- L. **Time limit.** Be aware that there are time limits listed for most races. The time limit is measured from the start of a division. If the time limit expires the Race Committee will abandon the race. All boats that have not finished will be scored DNF. The Race Committee should provide notification of abandonment on VHF Channel 68. This amends R.R.S. 35
- M. **Race results** will be computed by the Club Scorer and will be posted on the MSSA Bulletin Board and at the web site WWW.MSSA.ORG within a few days of the race. Each committee boat must get the finish times to the club scorer within 24 hours. Results can be Emailed or sent in the US Mail or preferably be left on the bulletin board in the MSSA club shed at Old Mans Boatyard.
* Please keep a backup copy.
- N. **Boats not finishing.** A boat that does not finish (DNF) will receive a finishing position of the number of boats starting plus 1. A boat that is disqualified (DSQ) will receive a finishing position of the number of boats started plus 2.
- O. **Changes to a race start time or course.** In light wind conditions, winds typically less than 3 knots and variable, you should consider postponing the start or possibly canceling the race after waiting an appropriate time after the designated start time. If the race has started, you should attempt to **shorten the race** by moving your boat to one of the course rounding marks. You should abandon the race if the wind is light **and** even if you've shortened the race, no boats would finish. An illustration of the relevant signals is provided at the end of this section. Also see the US Sailing 2009-2012 Racing Rules.
1. **Postponements:** The Committee Boat should postpone the start of any race when wind conditions are such that a division cannot clear the starting line prior to the subsequent division start (usually 5 minutes). Hoisting the code flag "AP" and two (2) guns signal a postponement. The "AP" flag will be lowered and **one (1) gun** will signal the end of postponement and that the warning for the next division's starting sequence will be in one (1) minute.
 2. **Cancellations:** The Committee Boat that has postponed a race due to lack of wind should wait a minimum of 1/2 hour (for night races) and one hour (for all other races) before considering abandoning. Just prior to abandoning the race, the Committee Boat should assure itself that there are no signs of a filling breeze (flags on the beach, wind lines, smoke from the Port Jefferson stacks etc.). If no signs of a filling breeze are visible, and the minimum time has been waited, the Committee Boat should then abandon the race.
 3. **Abandonment:** An *abandoned* race is one that is declared void at any time. A race should be abandoned when no boat from its respective division has rounded the first mark within half of the time limit; no boat from its respective division has crossed the finish line within the time limit (these times are taken from each division's start), as stated in paragraph L, or because of a missing mark, etc. A **code flag "N"** and **three (3) guns** will signal all races abandoned with further signals and instructions (i.e. - new course, cancellation, etc.) to be made in the starting area. If the race is to be re-sailed that day, the "N" flag will be lowered and **one (1) gun** will signal the end of abandonment and the warning for the first division's starting sequence will begin in one (1) minute. Only those boats that sailed in the abandoned race can sail in the re-sailed race.
 4. **Shortened Course:** The race course can be shortened by placing the committee boat at any turning mark and signaled by the **code flag "S"**. However, only one leg cannot be considered a finished race. Shortening a race should be considered if all boats (or a majority) will not finish before the race's time limit, unsafe conditions, etc....

Sailing Instructions - continued

IV. TROPHIES

- A. **Individual Races** - First, second and third place trophies will be awarded in each fleet. This can be modified during the season by the vice commodore.
- B. **Series Races** - Trophies will be awarded for first, second, and third place in each division for the whole series. If there are twelve (12) or more boats that qualify in the series, first, second, third, fourth and fifth place trophies will be awarded for that division. In determining the winner of a series, boats will be scored in individual races as follows: First - 1 point, second - 2 points, third - 3 points, fourth - 4 points, etc.
- C. **Season Trophies/Division High-Point Trophies** - A trophy will be awarded in each division to the boat with the best season record under the following formula:
 - 1. A modified Cox-Sprague Scoring System will be used **(see the table at the end of this section)*.
 - 2. 2 Boats will be scored according to their division position.
 - 3. Fifteen races out of the below set (section IV-C-4) will be the minimum necessary for the trophy for the A,B,C, and D divisions. If a race is cancelled or abandoned and not resailed, the number of races to be counted toward this trophy will be reduced by one as will the number of eligible races, but the number of throw-outs will remain the same. A DNF or DSQ may be counted towards the trophy if necessary to fulfill the minimum. If no boats qualify for "High Point" in a division, the MSSA Bridge reserves the right to determine the winner.
 - 4. The races to be counted towards this trophy are the Spring, Summer and Fall series races, plus the Middle Ground Night Race.
 - 5. For boats serving as committee boat in an eligible race the number of races to be counted for this trophy will be reduced by one.
- D. **Race Trophies and Award Sponsors**

High Point 'A' Division

North Sails Long Island

This trophy is awarded to the MSSA member who sails his or her yacht with a PHRF handicap from 0 to 100, in the required number of races as stated in the Mount Sinai Sailing Association Yearbook, with the highest score using the Cox Sprague Scoring System.

High Point 'B' Division

Radio-Vision, Inc.

This trophy is awarded to the MSSA member who sails his or her yacht with a PHRF handicap from 101 & Up, in the required number of races as stated in the Mount Sinai Sailing Association Yearbook, with the highest score using the Cox Sprague Scoring System.

High Point 'C' Division

J.N. Grace Group, Inc.

This trophy is awarded to the MSSA member who sails his or her yacht with a PHRF handicap from 0 - 140, non-spinnaker division in the required number of races as stated in the Mount Sinai Sailing Association Yearbook, with the highest score using the Cox Sprague Scoring System.

High Point 'D' Division

Cramer Consulting Group

This trophy is awarded to the MSSA member who sails his or her yacht in the 141 & Up Non- Spinnaker Division, in the required number of races as stated in the Mount Sinai Sailing Association Yearbook, with the highest score using the Cox Sprague Scoring System.

Barrister Cup

Dennis Collins Esq.

This trophy is awarded to the MSSA spinnaker and non-spinnaker racers who sails his or her yacht in the seasonal opening race as stated in the Mount Sinai Sailing Association Yearbook, with the overall best corrected time.

Long Distance Race

Doyle Sailmakers

This trophy is awarded to the MSSA spinnaker and non-spinnaker racers who sail with the best overall corrected time.

Ladies Day Race

Richard & Lisa Fleischman

This trophy is awarded to the MSSA member who sails her Yacht in the Ladies Day Race with the best overall corrected time.

Sailing Instructions - continued

Around Long Island Regatta

InetMedia Inc.

This trophy is awarded to the MSSA member who sails in the Around Long Island Regatta representing the Mount Sinai Sailing Association with the best overall corrected time.

Jack Rabbit Spinnaker

Wedekind Sails & Canvas – Pt Jeff

This trophy is awarded to the Spinnaker Fleet winner.

Jack Rabbit Non-Spinnaker

I Sold It On Ebay Setauket

This trophy is awarded to the Non Spinnaker Fleet winner.

Double Handed Race

John & JoAnn Dias

This trophy is awarded to the boat with the best corrected time.

Single Handed Race

The Kenny Cup - Tony & Jodi Lapetina

This trophy is awarded to the boat with the best corrected time.

Night Race Spinnaker

The Boat Place - Port Jefferson

This trophy is awarded to the Spinnaker Fleet winner.

Night Race Non-Spinnaker

West Marine - Port Jefferson

This trophy is awarded to the Non Spinnaker Fleet winner.

Committee Boat Assignment - Once you have a committee boat assignment, you are obligated to fill that responsibility. You must run your race. If you are unable to do so, **YOU MUST FIND A SUBSTITUTE** committee boat, or trade assignments with another member. The Vice Commodore should be notified of changes as soon as they have been made. If you do not meet your committee boat responsibilities you will forfeit your ability to race for the remainder of the year as well as forfeit any club trophies you may have earned. All yachts racing last year must serve as committee boat this year. If you are committee boat, it is your responsibility to read and understand the section entitled "Committee Boat Responsibilities" in this yearbook. In the event that a Committee boat is not present a **Volunteer Committee** can run the race. The Volunteer Committee must start and finish all divisions racing unless conditions exist in which the race is abandoned. The Volunteer Committee will be awarded average points for the race in which she volunteered and all calculations will be as if she raced. Average points will be considered the average of all her previously sailed High Point races for the current sailing season.

Awarding of Trophies - Trophies will be awarded at the annual awards dinner in December.

*Cox – Sprague Scoring used for calculating the High Point Series Results.

Sailing Instructions - continued

Cox-Sprague Scoring System

As recommended by Y.R.A. of L.I.S.

# of Starters	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20 or more	Place									
10	31	43	52	60	66	72	76	80	84	87	90	92	94	96	97	98	99	100	100	1									
4	25	37	46	54	60	66	70	74	78	81	84	86	88	90	91	92	93	94	94	2									
(0)	21	33	42	50	56	62	66	70	74	77	80	82	84	86	87	88	89	90	90	3									
(17)	17	29	38	46	52	58	62	66	70	73	76	78	80	82	83	84	85	86	86	4									
(26)	13	26	35	43	49	55	59	63	67	70	73	75	77	78	80	81	82	83	83	5									
(32)	9	22	30	38	44	50	54	58	62	65	67	70	72	74	76	77	78	79	80	6									
(38)	5	18	26	34	40	46	50	54	58	61	63	65	68	70	72	74	75	76	77	7									
(42)	1	14	22	30	36	42	46	50	54	57	60	62	65	68	70	72	74	75	76	8									
(46)		10	18	26	32	38	42	46	50	53	56	58	61	64	66	68	70	71	72	9									
(48)		6	14	22	28	34	38	42	46	49	52	54	57	60	62	64	65	66	67	10									
(50)		2	10	18	24	30	34	38	42	45	48	50	53	56	58	60	61	62	63	11									
(52)			8	16	24	30	34	38	42	45	48	50	53	56	58	60	61	62	63	12									
(53)			4	12	20	26	30	34	38	41	44	46	49	52	54	56	57	58	59	13									
(55)				10	18	24	28	32	36	39	42	44	47	50	52	54	55	56	57	14									
(56)				6	14	20	24	28	32	35	38	40	43	46	48	50	51	52	53	15									
(57)				2	10	16	20	24	28	31	34	36	39	42	44	45	46	47	48	16									
(58)					8	14	18	22	26	29	32	34	37	40	42	43	44	45	46	17									
(58)					4	10	14	18	22	25	28	30	33	36	38	39	40	41	42	18									
(58)						10	14	18	22	25	28	30	33	36	38	39	40	41	42	19									
(58)						6	10	14	18	21	24	26	29	32	34	35	36	37	38	20									
						2	6	10	14	17	20	22	25	28	30	31	32	33	34	58	21								
							4	8	12	15	18	20	23	26	28	29	30	31	32	57	22								
								6	10	14	18	22	26	30	34	38	42	46	50	54	23								
									8	12	16	20	24	28	32	36	40	44	48	52	24								
										10	14	18	22	26	30	34	38	42	46	50	25								
											12	16	20	24	28	32	36	40	44	48	26								
												14	18	22	26	30	34	38	42	46	27								
													16	20	24	28	32	36	40	44	28								
														18	22	26	30	34	38	42	29								
															20	24	28	32	36	40	30								
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																									40	40	40		
																										41	41	41	
																											etc.	etc.	etc.

Points in () are for DNF & DSQ

Cox-Sprague Scoring System: In each race the number of starters will determine the column to be used in the table above, and each yacht will be credited with the number of points indicated for her finishing place. A yacht's series score shall be her "Percentage of Perfection", calculated by dividing her Total Points Scored by the total points she would have had if she had won every race in which she started.

Sailing Instructions - continued

V. Weekend Race Course Suggestions

1. Start the boats on a beat. This means a start line perpendicular to the wind and the first mark to weather.
2. Courses should be Windward Leeward as much as practical.
3. Starting at "Y", as we would on a weeknight, is strongly suggested.
4. Evaluate the wind. If it is strong you want a longer course. Consider using marks like "F" or "J". If the wind is light set a shorter course. * Making a course that can be shortened is a safe bet. (See: "General Racing Information" section III)
5. The committee boat should post the sequence of mark letters followed by a color to designate port or starboard roundings.
6. We recommend consulting with the fleet captains on course selections.
7. Weekend joint racing is recommended to be a two-division start. Non-Spinnaker, then Spinnaker. (Except the Jackrabbit Race)

VI. Weeknight Short Races (3 to 6 mile range)

***NOTE:** When courses "B" or "BB" are posted, the courses are longer for "A" division.

The weeknight races will rely on the five club marks (Y, R, T, O & V), Government Marks (B, C & J), the Mount Sinai red & white (A), or our club's portable/temporary mark taken out with the committee boat (Z).

If the permanent marks A, R, T, Y, O and V are not suitable for a starting line (providing a first leg directly into the wind), you should consider placing one portable mark approximately 0.75 mile windward of one of the start mark. Because of the use of the portable mark, specific courses and distances for these races are flexible and only examples are listed on the next page are using the fixed marks.

A shorter first leg can be achieved by use of Z. See Section 4 for mark relative locations. If you need help in selecting a suitable course, talk to a Division Captain or the Vice Commodore. If portable mark "Z" is used the Committee Boat must record her position, either with a Loran or GPS. This position should be noted on the score sheet.

Sailing Instructions - continued

SUGGESTED WEEKNIGHT RACE COURSES

WIND DIRECTION	COURSE NUMBER	A, B, C & D DIVISION COURSES	
			Distance / nm
SOUTH EAST	A	(Y)OYA	2.57
	AB	(Y)OYOY	3.40
	AC	(Y)OTYOY	4.94
SOUTHWEST	B	(Y)AYTY (+ TY for "A" div.)	* 3.44
	BB	(Y)AYTA (+ YA for "A" div)	* 4.32
	BC	(Y)AYTAYA	6.06
WEST	D	(Y)RVY	3.39
	DA	(Y)BY	3.78
	DB	(Y)RVRVY	6.77
NORTH WEST	E	(O)RO	2.78
	EA	(O)ROYO	4.48
	EB	(O)RORO	5.56
NORTH	F	(Y)TAY	3.45
	FA	(Y)TYTA	4.28
	FB	(Y)TYTAYA	6.02
NORTH EAST	G	(A)VA	3.06
	GA	(A)VYVA	4.82
	GB	(A)VAVA	6.12
EAST	H	(Y)VRVY	3.39
	HA	(Y)VRVY	5.14
	HB	(Y)VRVRY	6.77

* Not for "A" div.

Notes:

- *All marks are to PORT. Starting mark is shown in parentheses "()".*
- *In light or shifting winds, it may be appropriate to go to Y and wait for a consistent wind direction. Listen to the forecast.*
- *All courses are designed to be shortened by at least one leg.*
- *When picking the course, consider the following: Wind strength (light wind/short course, heavy wind/long course), wind forecast and the amount of daylight remaining.*
- *When in doubt consult with division captains.*
- *Distances are approximate.*

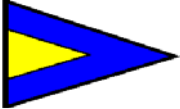
Sailing Instructions - continued

VII. MAJOR FLAGS FOR RACE CHANGES

RECALLS



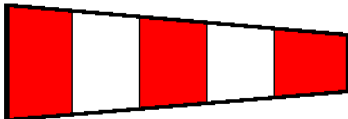
INDIVIDUAL - attempts to hail each yacht over early will be made, hoisting the code flag "X" and sounding one long blast of the horn.



GENERAL - hoisting the First Substitute flag and firing two guns (horn). The obligation to start properly rests with the skippers. The recalled division will restart 5 minutes after all other Divisions have started.



POSTPONEMENTS



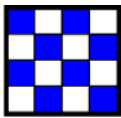
Postponement will be signaled by code flag "AP" and 2 guns (horns). The "AP" flag will be lowered and 1 gun will signal the end of postponement and that the warning for the next division's starting sequence will be in one (1) minute.

Start

End



ABANDONMENT



Start

End



Race abandonment will be signaled by Code flag "N" and 3 guns. Races can be resailed - return to starting area for instructions. Ends with 1 gun and lowering of "N" @ 1 min. to first restart. Only boats in abandoned

race can restart.

SHORTENING COURSE



The race course can be shortened by placing a committee boat at any turning mark and signaled by the "S" flag. Shortening to only one leg can not be considered a finished race.

JOINT DIVISION START



One Division Starting With Another: will be signaled by a code flag "B" and 5 guns before the first gun of the race. Boats must come within hailing distance for instructions.



All Divisions Starting Together: will be signaled by a code flag "A" and 5 guns before the first gun of the race. Boats must come within hailing distance for instructions.



Sailing Instructions - continued

VIII. JACKRABBIT RACE

Start

First gun along with white shape at designated time. Drop white shape at 9 min. Second gun along with blue shape at 10 min. Drop blue shape at 19 min. Third gun along with red shape at 20 min. Drop red shape at 29 min. Fourth gun along with white shape at 30 min. Drop white shape at 39 min. Fifth gun along with blue shape at 40 min. Start according to time as listed next to your boat rating on the following page.

* If your boat rating isn't listed contact the Club Handicapper, Ted Turner at 476- 8834.

Deadline

No time limit

Course Distance

13.04 miles

Trophies

Awards (1st, 2nd & 3rd) in each division.

NOTE: Separate trophies will be awarded for the spinnaker and non-spinnaker fleets.

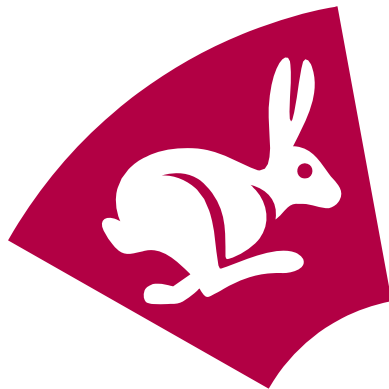
Course

Committee boat will display one letter designating the selected course:

COURSE NUMBER	COURSE	SPECIAL COMMENTS
"A"	(A)JCA	marks to port.
"B"	(A)CJA	marks to starboard.
"C"	(A)BFCA	B to starboard / all others to port
"D"	(A)CFBA	C and F to starboard / B and A to port

Note: () indicates starting mark.

Start times on next page...



Sailing Instructions - continued

Jackrabbit Start Times

PHRF	First Gun +	PHRF	First Gun +	PHRF	First Gun +
310	0:00:00	230	17:23	150	34:46
308	:26	228	17:49	148	35:12
306	:52	226	18:15	146	35:39
304	1:18	224	18:41	144	36:05
302	1:44	222	19:08	142	36:31
300	2:10	220	19:34	140	36:57
298	2:36	218	20:00	138	37:23
296	3:02	216	20:26	136	37:49
294	3:28	214	20:52	134	38:15
292	3:54	212	21:18	132	38:41
290	4:21	210	21:44	130	39:07
288	4:47	208	22:10	128	39:33
286	5:13	206	22:36	126	39:59
284	5:39	204	23:02	124	40:25
282	6:05	202	23:28	122	40:52
280	6:31	200	23:54	120	41:18
278	6:57	198	24:20	118	41:44
276	7:23	196	24:47	116	42:10
274	7:49	194	25:13	114	42:36
272	8:16	192	25:39	112	43:02
270	8:42	190	26:05	110	43:28
268	9:08	188	26:31	108	43:54
266	9:34	186	26:57	106	44:20
264	10:00	184	27:23	104	44:46
262	10:26	182	27:49	102	45:12
260	10:52	180	28:15	100	45:38
258	11:18	178	28:41	98	46:04
256	11:44	176	29:07	96	46:31
254	12:10	174	29:33	94	46:57
252	12:36	172	30:00	92	47:23
250	13:02	170	30:26	90	47:49
248	13:28	168	30:52	88	48:15
246	13:55	166	31:18	86	48:41
244	14:21	164	31:44	84	49:07
242	14:47	162	32:10	82	49:33
240	15:13	160	32:36	80	49:59
238	15:39	158	33:02	78	50:25
236	16:05	156	33:28	76	50:51
234	16:31	154	33:54	74	51:17
232	16:57	152	34:20	72	51:44

Look up your PHRF rating on the above list and add the associated minutes to the time of first gun and you will have your start time.

If your PHRF rating falls between the listed PHRF's then your start time is half way between the surrounding listed times (or add 13 seconds to the lower number).

If you do not have a PHRF rating, contact your club handicapper: Ted Turner 476-8834.

Sailing Instructions - continued

IX. SMALL BOAT & FROSTBITING

Note: 2009 Tuesday night small boat racing has been suspended, Please see Vice Commodore to reinstate

All types of small (19 feet and under) dinghy sailboats are welcome to participate in our small boat and frostbite racing. The Portsmouth Yardstick Handicapping system is used for rating the boats. Small Boat Races will be held every Tuesday evening, June through August in the harbor. On Tuesday evenings meet at the launching ramp at 6:00 pm. The committee boat will be at (or near) the MSSA Mooring or tied off at the finger docks at the launching ramp at 6:00 pm to assemble all racers. The first gun will be at 6:30 pm. The races will be held in the east end of Mount Sinai Harbor or outside the harbor entrance, weather permitting.

All age groups and levels of experience are welcome! Come have fun! Even if you don't sail a small boat come down to the MSSA Mooring and raft-up with friends. Have dinner and watch the races!

The Frostbite Races are usually held on Sunday afternoons, from November to March, on a bi-weekly basis. The Newsletter should be checked for exact times and dates. Generally, there will be a skipper's meeting at 11 a.m. with the first gun at 12 noon. Races will only take place if **BOTH** the air temperature is above 30 degrees (F) and the wind is below 20 mph. **LIFE PRESERVERS ARE REQUIRED** and wet/dry suits are suggested.

For both of the above, if there are three (3) boats or more of any one type/class of boat at the races, the race committee may choose to run a separate series of races for these boats.

For more details watch the Newsletter or email Fran Nilsen.

STARTING SIGNALS FOR EVENTS

ACTION/TIME	SIGNAL
Assemble @ starting line	Series of short blasts
2 minutes to start	Two (2) long blasts
1.5 minutes to start	One (1) long blast and One (1) short blast
1 minute to start	One (1) long blast
30 seconds to start	Three (3) short blasts
20 seconds to start	Two (2) short blasts
10 seconds to start	One (1) short blast
Last 5 seconds	Countdown of a series of five (5) short blasts at one per second
Start	One long blast at zero.

Note: All signals will be by horn or whistle

Small Boat Race Committee assignments.

Race Committee Assignments will be made on a rolling basis. The small boat race coordinator will contact participants for assignments as the season progresses.

Committee Boat Responsibilities

1. Introduction

This section has been prepared for use as a reference by the Mount Sinai Sailing Association (MSSA) committee boats. It includes specific guidance on basic race management principles and should be reviewed by each committee boat skipper prior to obtaining the committee boat equipment. It can be referenced by section as questions arise and should be kept on your yacht.

Section 2 is subdivided into seven elements, cookbook fashion, to set actual responsibilities and outline the starting sequence. Remember, MSSA is known for its local racing program of competition and enjoyment. As committee boat, you control the on- the-water racing process and as such the quality of each race. We all count on a timely, informed, organized and aware committee boat. By reviewing this section, preparing ahead of time, and asking questions of those who have experience, you will be an active part of the process. If you have never served in this capacity, you may be overwhelmed. This is natural. In fact, the process is simple and can be fun if you prepare. If you are confused or concerned, you may want to arrange to crew on another committee boat prior to your turn. In addition a number of people have volunteered to act as a “support staff” and to accompany people who have never served as committee boat. A list of these individuals can be found following the race notes in the Yearbook.

Plan on having fun and pick your crew with this in mind. Stock up your boat for an enjoyable few hours. Take along a camera to record the antics, bring them to the October membership meeting for the photo-swap

Remember, you and only you can assure the quality and safety of this specific race. *We are all counting on you !*

2.1 A FEW DAYS BEFORE THE RACE

As committee boat it is your responsibility to get all the race equipment prior to the race. It is the previous committee boat's responsibility to return race equipment to the MSSA shed immediately after the previous race or to give it directly to the next committee boat. The MSSA Shed is located at Old Man's Boat Yard, at the walkway to the west dock.

When the equipment is picked up, check the items under “Club Supplied” on the Committee Boat Equipment Checklist. If an item is missing check off the item on the list on the back of the “scratch sheet” or call the Race Committee Chairman/Vice Commodore. If you have picked up the equipment from the previous committee boat ask the skipper if there were any equipment problems and if so, contact the Race Committee Chairman.

Make sure your boat has all the “owner-supplied” equipment called for on the checklist.

Be sure your VHF Channel 68 is in good working order. Although the MSSA does not require a radio, it is recommended that all boats have one for changes in the race or emergencies. Use Channel 68 to communicate changes in the race course such as race shortening or abandonment's. The Coast Guard will monitor Channel 9 for hailing, and Channel 16 for emergencies.

Arrange to have at least two people accompany you on board during the race. At the start, one person operates the clocks and calls out instructions. One person raises the shapes and watches for boats over the starting line early. One fires the gun or blows the horn. A fourth person could be used to handle late check-ins over the radio. Otherwise, one of the three must also handle that. We have found that the more crew, the more fun

2.2 The Day Before the Race

Read or re-read all of this section. You never know it all. Synchronize your watch with a time service as a courtesy to the racing yachts. The less guessing the better. If you have any last-minute questions, contact the Race Committee Chairman or your Division Captain.

Committee Boat Responsibilities - continued

2.3 THE DAY OF THE RACE

2.3.1 One and One-half Hours before the Race...

Arrive at the harbor. In case of bad weather, consult members of the race committee who can usually be found around H, I, J Docks or at Old Man's Boat Yard. Rain is not normally sufficient reason for **postponement** or **abandoned**, but fog or storm winds may be.

Remember...**YOU** have the responsibility for the safety of your boat and the authority to cancel the race.

Hoist Committee Boat flag. This will help the racers recognize you. Also, untangle, hoist, and secure the apparatus that displays the shapes and flags. It can be hoisted from the jib halyard and guyed to lifelines.

Anything else that can be done at the dock in terms of preparing or arranging equipment will save time later and give you and your crew time to enjoy the race.

When crew arrives, assign jobs and talk them through as much as possible. If you need additional help, contact your Division Captain or the Race Committee Chairman.

2.3.2 At Least One Hour before the Race...

Leave the mooring or dock. You are responsible to be on station, at anchor in time to set the course, record the racers, and **START THE RACE ON TIME**.

Determine wind direction **outside** the harbor. (It may be different in the Sound.) **Pick a tentative course before you anchor.** The first mark **should** be to windward. If you want help picking a course, see the section, "Suggested Courses and Distances". Talk to the various Division Captains or a member of the race committee. Division Captains have the right to provide advice and assistance to the committee boat in setting a course and the starting line. Remember, help is always available.

Week-night races mostly use club marks and MSSA portable floats. The longer weekend races should make use of these plus government navigational marks.

Our goal is to pick courses that are: "Windward /Leeward". Also, try to have courses that allows the finish before dark. Recommended courses for A, B, C, D divisions are provided in this yearbook. **We encourage consulting with your Division captain and or the Vice Commodore.** Some special races such as the Jackrabbit Race, Barrister Cup, or Middle Ground races have pre-selected courses. Reference the Sailing Instructions in this book for this information. Due to weather conditions, all special courses with the exception of the Jackrabbit race may be changed by a Committee Boat.

If there is no wind, don't be in a hurry to pick a course or anchor. Wait to see what the wind is going to do. If the published start time approaches and there is still no wind, consider a **postponement**. If you choose to postpone, hoist the "AP" flag and fire two guns at the listed start time. When conditions change and you are ready to start the sequence, fire one gun and lower the "AP" flag. The normal start sequence will begin one minute after the "AP" flag is lowered. Follow the standard starting procedure.

When you have picked a course, determine which side of the starting mark to anchor on. The starting mark must be passed on the same side as all subsequent marks of the course.

The **LENGTH OF THE STARTING LINE** should be approximately **1.50 times the total length of all the boats starting in the largest division**. Too short a line will cause chaos at the start and potential boat damage. If in doubt, error on the side of making the line too BIG.

Committee Boat Responsibilities - continued

ANCHOR SQUARE TO THE FIRST MARK, which should also be **SQUARE TO THE WIND**. This is most important. The first leg should be upwind, although it could also be downwind, but downwind starts are unusual.

Once you are anchored, post the course by hanging the signs on the lifelines. In **POSTING THE COURSE** do not post the starting mark. Post the other marks in order along with the red sign for marks to port or the green sign for marks to starboard. It is courteous to mount the signs on the side facing the start line if practical.

If conditions change or you have second thoughts about the course, you have the right to change it any time before the first gun. During a postponement the course can be changed at or before the warning signal, which follows the postponement. If practical, try to announce the **CHANGE OF COURSE**. You need not read the course, merely announce that it has been changed and let racers read it off the boat. You should have a reason for changing the course.

2.3.3 Half an Hour before the Race...

The course should be posted, the shapes you hoist ready. The time and the starting procedure and most other matters are covered in this section or the yearbook. When a boat checks in, acknowledge it by name or sail number. Remember you're the Committee Boat and therefore managing the race. **YOU'RE THE BOSS**.

Position, secure, and load the gun, and have the horn ready as a backup. If you have GPS on board, use it to establish the starting time, so all yachts with a GPS can synchronize. Practice proper operation of at least two timers, one for continuous timing and one to start at the first gun. In this way you have a backup.

2.3.4 Five Minutes before the First Gun...

Position someone at the Flag/Shapes

Make sure the gun is ready. Consider donning earplugs.

Keep using one of the timers to time until first gun.

2.3.5 Ten Seconds before Listed Start Time...


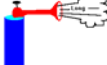



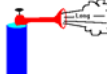
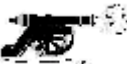
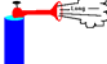
Begin verbal countdown.

2.4 STARTING RACES

The Racing Rules of Sailing 2005-2008 incorporated changes to Rule 26, *Starting Races*. As a result, most yacht racing venues have adopted the new start methodology. MSSA began to use this method for the 2002 racing season. The change is designed to allow more flexibility for the committee boat during a regatta. That is, it allows the committee boat during a regatta to un-link the start sequences of successive divisions. Careful consideration of the purpose of the rule change and how it can be adapted to MSSA weeknight and weekend series races, has led to some changes in this Race Committee Procedures Guide and the Sailing Instructions. Other than new timing sequences, it will have little impact on the conduct of the race. To that end, we have included in this section an illustration of the signals and timing of Rule 26.

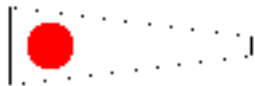
The rule does allow for up to five combinations of "Preparatory" visual signals. The primary visual signal is the "P" flag. The four alternative signals have specific meanings as identified in the Racing Rules of Sailing. This guide will illustrate the "Preparatory" visual signal using the "P" Flag.

Committee Boat Responsibilities - continued

RACING RULE 26			
Title	Visual Signal	Sound Signal	Time to Start
Warning	Class Flag(s) Displayed	1  or 	5* minutes
Preparatory	 "P" Flag	1  or 	4 minutes
	Preparatory Flag Removed	1 	1 minute
Start	Class Flag(s) Removed	1  or 	0
*or as stated in the sailing instructions The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.			

Class Flags:

First Class Starting



Second Class Starting:



Preparatory Flag:

Rule 26 allows for 5 different combinations of Preparatory Flags to be flown. MSSA will use the "P" flag.

P Flag – used normally to signal yachts to be in preparatory phase of starting.



Committee Boat Responsibilities - continued

2.4.1 The Starting Sequence

Raise Class Flag (All flags/shapes should be raised briskly.) The shape should reach the top at the exact start time. This is important because racers will be timing their starts from the shapes, not from the guns.

Fire gun. Try to make the gun fire at the same time as the shape reaches the top, but if they are not simultaneous, the shape determines the time. If the gun misfires, sound the horn to alert racers that a shape has been raised. A misfire is not cause to postpone the start. If the shape was correct, just continue the start sequence.

2.4.2 Time + One Minute...

Raise the Preparatory Flag AND fire the gun.

2.4.3 Time + Four Minutes...

Lower the Preparatory Flag and Sound a Horn

2.4.4 Time + Five Minutes...

(Start of First Division)

LOWER the **Class 1 Flag**, RAISE the **Class 2 Flag** and FIRE the **GUN**. (The **start line is between the race committee flag and the mark**. No part of the boat may be over this line.)

If any boats are over early, sound one long blast on the horn hoist the X flag, and announce sail numbers. They must start again. See section on **Individual recall**.

If a large number of boats are over early and it is difficult to determine them all, have a **General recall**. Signal it by two blasts on the horn or two guns and by hoisting the "First Substitute" flag. After a general recall that involves all divisions, new warning, preparatory, and start signals must be used. A general recall can also be used if there has been a serious error in timing or starting procedure. If the general recall is for one division, they will **start 5 minutes after the last division** in the normal starting sequences. If no boats are over early, it is courteous to say "all clear."

2.4.5 Time + Six Minutes...

Raise the Preparatory Flag AND fire the gun.

2.4.6 Time + Nine Minutes...

Lower the Preparatory Flag and Sound a Horn

2.4.7 Time + Ten Minutes...

Start of Second Division

LOWER the **Class 2 Flag** and FIRE the **GUN**. (The **start line is between the race committee flag and the mark**. No part of the boat may be over this line.)

Individual recalls are handled as described above. If a general recall is in order, then it may be issued. If a general recall had been issued at the start of the first division, then the Class 1 Flag will be raised with the start of the second division, and the sequence will proceed as described above.

Committee Boat Responsibilities - continued

2.5 AFTER THE START

Assuming all boats are started properly and cleared the starting area, heave a sigh of relief and enjoy watching the race develop. A lot can be learned from watching others. Now is also a good time to use your camera or camcorder to capture the activity for your friends.

2.5.1 Monitoring the Progress of the Race

If the winds are extremely light or non-existent for an extended period, consider **abandoning the race** or **shortening the course**. To abandon the race, hoist the "N" flag and fire three guns. To shorten the course, hoist the S flag and position the Committee Boat at one of the marks and finish the race there. Don't be afraid to do this. Think of what you would want as a racer. You're the boss.

2.5.2 The Finish

If the race is not abandoned and the course is not shortened, position the Committee Boat for the finish. This usually means the boat must be moved so that the finishing mark can be crossed on the proper side and so the line is square to the last previous mark of the course. The finish line can be shorter than the starting line and should be if the finish will be after sunset. If it is dark, identify your position by hoisting, securing, and lighting the strobe light provided with the Committee Boat equipment.

2.5.3 Recording the Finishing Yachts

Place a light on the sail if necessary. Be ready to write its finishing time in the proper place on the race sheet. If a large number are crossing at about the same time, you may want to quickly write the times and boat names or sail numbers on a piece of scrap paper and later transfer them neatly to the race sheet. The best procedure may be one person calling out boats, one watching a timer and using the lap button (don't depress the "stop" button), one or more people recording. The person watching the line and calling boats can also sound the horn.

2.6 THE FINISH

A boat finishes when any part of the boat or its equipment in normal position crosses the line, which again is between the Committee boat flag and the mark. The rest of the boat need not complete a crossing of the line.

Record its time under **clock time** on the race sheet. Start and finish times should all be **clock time**.

Fire the gun for the first boat in the Division crossing the line. Otherwise, sound the horn.

Watch for flags flying from the starboard upper shroud or backstay. If a boat is flying a protest flag (red) or a flag acknowledging fault (yellow), make note of this on the race sheet.

Make note of any boats informing you that they are protesting, being protested, or acknowledging fault. It is their responsibility to report in to you.

Provide protest forms to anyone who asks. Completed forms must be turned in by a protester as per the protest procedure explained in this yearbook.

Committee Boat Responsibilities - continued

2.7 AFTER THE FINISH

There is a bulletin board for race sheets in the MSSA Shed at Old Mans Boatyard. The results should be left there. The scorer will pick-up the results the following day. Remember to keep a copy of the results for a backup.

Your final task is to put the equipment back in order and see that it is returned to the MSSA Shed or transfer it to the next Committee Boat. Remember to mark down on the back of the race sheets any problems with it. Remember the quality of the race is the responsibility of the on-station Committee Boat. It is usually easiest to drop the equipment off at the shed on the way in from your committee boat assignment. This way you'll also have crew to help you tie up and carry it. The MSSA shed is located at Old Man's Boat Yard at the top of the ramp of the west dock. The combination to the lock is 1975 (the year the club was formed).

2.8 POSTPONEMENTS, ABANDONMENT, SHORTENING

In light wind conditions, winds typically less than 2 knots and variable, you should consider postponing the start and abandoning the race after waiting an appropriate time after the designated start time. Once the race is started, you should attempt to shorten the race by moving your boat to one of the course's rounding marks. You should abandon the race if the wind is light, and even if you've shortened the race, no boats would finish within the time limit. An illustration of the relevant signals can be found in this handbook. Also see USSA 2005-2008 Racing Rules for additional signals.

2.8.1 Postponements

The Committee Boat should postpone the start of any race when wind conditions are such that a division cannot clear the starting line prior to the subsequent division start (usually 5 minutes). A postponement is signaled by hoisting the **code flag "AP"** and **two (2) guns**. The **"AP"** flag will be lowered and **one (1) gun** will signal the end of postponement and that the warning for the next division's starting sequence will be in one (1) minute.

2.8.2 Cancellation

The Committee Boat that has postponed a race due to lack of wind should wait a minimum of 1/2 hour (for night races) and one hour (for all other races) before considering abandoning. Just prior to abandoning the race, the Committee Boat should assure itself that there are no signs of a filling breeze (flags on the beach, wind lines, smoke from the Port Jefferson stacks etc.). If no signs of a filling breeze are visible, and the minimum time has been waited, the Committee Boat should then abandon the race.

2.8.3 Abandonment

An abandoned race is one that is declared void at any time after the start or a postponement. A race should be abandoned when no boat from its respective division has rounded the first mark within half of the time limit; no boat from its respective division has crossed the finish line within the time limit (these times are taken from each division's start), because of a missing mark, etc. A **code flag "N"** and **three (3) guns** will signal all races abandoned with further signals and instructions (ie - new course, cancellation, etc.) to be made in the starting area. If the race is to be re-sailed that day, the **"N"** flag will be lowered and **one (1) gun** will signal the end of abandonment and the warning for the first division's starting sequence will begin in one (1) minute. Only those boats that sailed in the abandoned race can sail in the re-sailed race.

Note: *Courses should be shortened, particularly if the abandonment is because of lack of wind, once a race is started to assure its completion.*

Committee Boat Responsibilities - continued

2.8.4 Shortened Course

The race course can be shortened by placing the committee boat at any turning mark and signaled by the **code flag "S"**. However, only one leg can not be considered a finished race. Shortening a race should be considered if boats (a majority) will not finish before dark, the race's time limit or unsafe conditions, etc. Be certain to note the shortened course on the Race Sheet, as it is important for the proper scoring of the yachts.

3. Directions for Filling Out a Race Sheet

1. Fill out the top of the scratch sheet. The name of the specific race from the MSSA race schedule, the name of the committee boat, and your name and phone # so that the race committee can contact you if we need further information. The date of the race and the **SPECIFIC RACE COURSE** including the **STARTING MARK**. And lastly, the **EXACT TIME** of the start of the class. **Remember, we use a time-based handicapping system so all times must be accurate.**
2. Use the printed scratch sheets with the typical boats that race in each division. There are blank sheets and pre-printed sheets for each division (A, B, C & D). If you use the pre-printed sheets and a boat that is not listed checks in just write it at the bottom of the present list.
3. As the boats check in, just check off opposite the boat in the column.
4. If the boat is not pre-printed on the sheet, fill its boat's name and sail # in the appropriate column. If you are using one scratch sheet for all the divisions try to keep each division separate. If there are more boats than can fit on one sheet, then use additional sheets.
5. Don't worry about the handicap, this is only needed for the race results calculations.
6. Fill in the **EXACT STARTING TIME FOR EACH CONSECUTIVE DIVISION**. The time should be the same for each boat in its division. This will be 5 minutes after the first gun for the first division and 5 minute intervals thereafter for starts without recalls. Remember, **Clock time** should be recorded, examples: 19:05 p.m. and 19:10 p.m. If, for any reason, the sequence is broken, is recalled, etc., remember the exact starting time that the racing vessels should have crossed the starting line must be recorded.
7. Fill in the finish time of each specific yacht in the appropriate column marked "Finish Time". Please use **clock time** (e.g. 21:05 p.m. instead of 2 hours.)
8. Write legibly !
9. Now copy the race results and leave them in the MSSA Shed if possible, or send the originals to our scorer within 24 hours. Envelopes, which have been addressed and stamped, are in the race equipment. Keep a copy in case the originals are lost and retain it to aid in answering any questions that might arise regarding scoring the race or timekeeping.
10. Thanks!

Committee Boat Responsibilities - continued

4. Committee Boat Equipment Checklist

CLUB SUPPLIED:

- A. Apparatus to Raise Shapes and Flags**
- B. Box Containing the Following:**
 - 1. Starting Gun
 - 2. Shells (for more, contact Vice Commodore)
 - 3. One Set of Earphones
- C. Bag Containing the Following:**
 - 1. Race Mark Signs
 - 2. One Stopwatch
 - 3. Black Marking Pen
 - 4. One Air-horn
 - 5. Clipboard
- D. Bag Containing the Following:**
 - 1. Race Committee Flag
 - 2. General Recall Flag
 - 3. Abandonment Flag
 - 4. Postponement Flag
 - 5. Shorten Course Flag
- E. Waterproof Document Box Containing the Following:**
 - 1. Race Scratch/Check-in Sheets
 - 2. Committee Boat Equipment Checklists
 - 3. Protest Forms
 - 4. US SAILING Rulebook
 - 5. Race Committee Handbook
 - 6. Yearbook
 - 7. Stamped/Addressed Envelops to Mail Results
 - 8. Envelops for Copies of Race Results
- F. Course Boards**

SKIPPER SUPPLIED:

- A.** Sufficient anchor line (300 feet minimum)
- B.** VHF radio
- C.** Extra air horn
- D.** Pens/pencils
- E.** GPS or Wristwatch for keeping time. Remember to have a backup.
- F.** Strong light to shine on sail numbers of finishing boats in dark
- G.** Binoculars to help identify boats
- H.** Snacks & Drinks for crew
- I.** Camera (worthy photos can be published)