

CYC RC SAILING FLEET

– Scoring System –

For the Series Races, we use the following scoring system.

1. Each race on a race day is scored separately (ie. 1st = 1 point, 2nd = 2 points, etc.)
2. At the end of each race day, the total number of boats that raced +1 times the number of races equals the total number of points available for that day.
3. The total number of points in #1 is subtracted from the total points available for that day in #2 which equals the number of points for a boat for that day.
4. The results in #3 are posted to the “Race Results” to calculate a running average for each boat/sailor.
5. Each participant must race in at least 25% of the total races held for that series to be eligible for an award.
6. A DNF (did not finish) or a DNS (did not start) receives a number equal to the total number of boats +1 participating in that particular race. A DNS is a boat who comes to the lake and starts in at least 1 race.
7. After every 3 races, there will be a 1 five minute “time out” to make adjustments, etc. A skipper may remove his boat from the water at any time but it must be in the water prior to the 1 minute preparatory signal for the next race. The RC Sailing Fleet Captain or his designate may call a “time out” at anytime for a specified period of time to repair any boat damage, etc.
8. The race course will be determined by the RC Sailing Fleet Captain or a person designated by him or her.
9. Awards are presented to the top 1/2 of the eligible participants for each series.

CYC RC Sailing Fleet

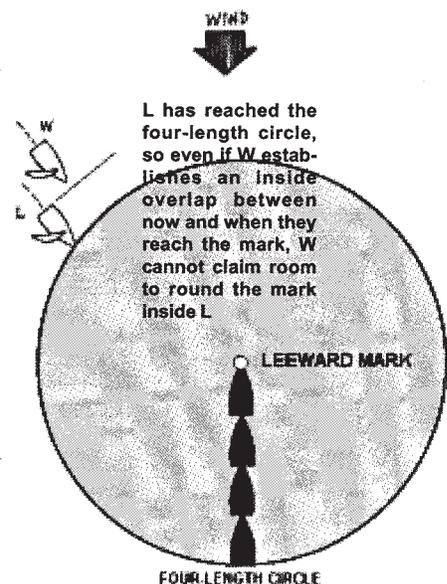
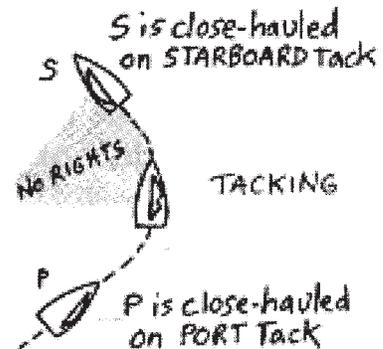
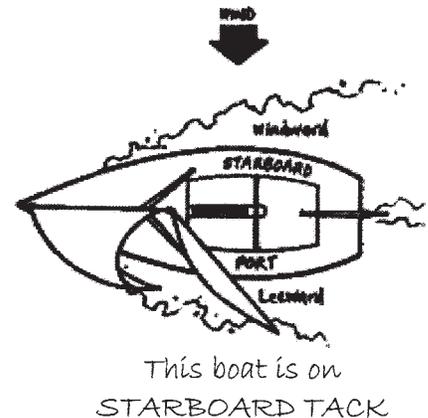
– Racing Rules –

Mid-Missouri Model Sailing Club SIMPLIFIED RACING RULES for 2006

Based on Don Becker's "Ten Racing Rule Commandments" and Dave Perry's *Understanding the Racing Rules of Sailing*. Numbers in parentheses at the end of some rules refer to the ISAF *Racing Rules of Sailing 2005-2008* rules from which each M₃SC rule is derived. When these rules fail to cover a situation, are ambiguous or conflict with the RRS, the pertinent ISAF RRS rule(s) and definitions of terms will govern.

These rules apply when you are racing. When one boat has the right-of-way, that means that the other boat is required to keep clear, in other words to stay out of the way of the right-of-way boat.

1. **Avoid collisions.** These racing rules are *defensive* (i.e., to prevent collisions), not *offensive* (i.e., used primarily to gain an advantage over your opponent). There are two compelling reasons for avoiding collisions: (a) damage may occur; (b) a collision and the time it takes to extricate your boat, even if you have the right-of-way (and do your penalty turn if you are at fault) generally ruin the whole race, for *both* boats involved! (Rule 14)
2. When boats are on **opposite tacks** (booms on different sides), the boat on starboard tack has the right-of-way over the boat on port tack. (Rule 10)
3. When boats are on the **same tack** (booms on the same sides), the leeward boat has the right of way over the windward boat. After the starting signal, if a boat that is clear astern establishes an overlap to leeward within two lengths of another boat, however, the leeward boat may not sail above her *proper course** while they remain overlapped. (Rules 11 and 17)
4. A boat **clear astern** must keep clear of a boat **ahead**. (Rule 12)
5. A boat that is **tacking or gybing** must keep clear of a boat that is not—see diagram. (Rule 13)
6. A right-of-way boat **changing course** toward another boat must give the other boat time and room to keep clear. (Rule 16)
7. A boat that is **backing up or not racing** must keep clear of all boats that are racing. (Rule 20)
8. **Room to tack at an obstruction:** if a close-hauled boat must tack in order to avoid running aground or colliding with an obstruction, but cannot tack without fouling another boat, she may hail for room to tack, and give the hailed boat time and room to keep clear. The hailed boat shall either tack as soon as possible or immediately reply "you tack," in which case the hailing boat must tack immediately and the hailed boat must keep clear. (Rule 19)
9. **Room at the mark:** if an overlap is present at four boat-lengths from a mark or obstruction, the outside boat(s) must give inside boat(s) room to round the mark. (Rule 18)



* RRS definition of "proper course": a course a boat would sail to finish as soon as possible in the absence of other boats. There is no proper course prior to the starting signal.

10. **The start:** M₃SC races use a one or two-minute starting sequence. Racing begins, and these rules become effective, when that sequence begins at the Preparatory Signal, one or two minutes before the Starting Signal. The start-finish line is an imaginary line between the course sides (generally windward sides) of two marks. You must be completely behind this line at your starting signal. If you are not, you must turn back until your boat is entirely behind the line. While you are returning, you must stay clear of all boats that started correctly. (Rule 20)
11. **The anti-barging rule:** This exception to rule 9 occurs at the starting marks, where a leeward boat does not have to give windward boats that are about to cross the starting line room to pass between her and the starting mark. If a windward/inside boat tries to squeeze in between a leeward boat and a starting mark she is “barging,” which is illegal. (Rule 18.1a)
12. **Penalty turns:** If you touch a right-of-way boat or force her to change course to avoid hitting you, you must take a penalty. As soon as possible, get clear of other boats and then make one complete circle, including one tack and one gybe (called a “penalty turn” or “360”). When you’re done, resume racing. (Rules 44.1 and 44.2)
13. **Protest procedures:** If you have the right-of-way and another boat makes you change course to avoid hitting her, she has broken a rule. You must tell her this by protesting. Immediately state, *twice*, loudly enough to be heard by the skipper of the other boat, “Number __ (your sail number) protests Number __.” If the other boat does not do her 360 and you choose to carry out the protest procedure, immediately after the finish of that heat tell the Principle Race Officer which boat you are protesting and fill out a protest form. The PRO will hold a hearing at which both skippers will have an opportunity to tell their story *briefly* and then make a decision.
14. **Disagreement about fault:** If there is contact between boats resulting in a significant advantage, and the skippers cannot agree on who was at fault, *both* boats must do a penalty turn.
15. **Touching a mark:** You must not touch a mark of the start-finish line when starting or finishing a race. If you should do so you must get clear of other boats as soon as possible and make a penalty turn as described in simplified rule 12 above. After touching a finishing mark you must make your penalty turn and then sail completely to the course side of the line before finishing. There is no penalty for touching other marks of the course other than the loss of speed from doing so. (Modification of Rule 31.1; Rule 31.2)
16. **Launching:** A boat may not be launched or relaunched between her Preparatory Signal and her Starting Signal.
17. **Outside help:** A boat that goes aground or becomes entangled with another boat while racing may receive assistance from her skipper or other persons in order to resume racing, so long as that assistance does not give the boat a competitive advantage.
18. **Loss of control:** a skipper who loses radio control of a boat shall immediately announce “Number ____ out of control!” That boat shall be deemed to have retired and shall be considered an obstruction.

Here are three other *recommendations* which, although they are not rules, will make racing more enjoyable for everyone involved.

1. If you are in doubt about who has the right-of-way, follow the *Golden Rule*: give way. In other words, do for the other boat what you would want her to do for you.
2. Even if you are confident that you are right, if the other boat refuses to do its penalty turn and there was no contact between boats (see rule 14 above) it is usually better to forego your right to carry out the rest of the protest procedure rather than force everyone to wait, losing valuable racing time, while your protest is being decided. You and your protestee should discuss the issue after racing is done for the day and are welcome to request a review and advisory decision from the Principle Race Officer.
3. Remember, *this is a game you are playing, not a war*. The object is to have fun, not to try to win at any cost.