

Maxinkuckee Yacht Club

2023 SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing ([The Racing Rules of Sailing 2021-2024 - US Sailing](#)), prescriptions of the United States Sailing Association, the rules and bylaws of the ILYA, the National C Scow Sailing Association and the MC Sailing Association, except as any of these are changed by the following sailing instructions.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted on the MYC website under Notice Board, <https://www.myc-culver.org/noticeboard> and via email if practicable, no later than one hour before the Warning Signal of the first race of any race day.

2.2 Changes to a sailing instruction may be made on the water by following the hoisting of the "Come Within Hail" flag and/or via broadcast on VHF Channel 72.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted to the MYC website under Notice Board, (<https://www.myc-culver.org/noticeboard/>) and communicated via e-mail (saillakemax@googlegroups.com).

3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

3.4 The following communications may be made by the race committee on VHF channel 72.

- Course and compass heading to the first mark
- New compass bearing after course change

3.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

4.1 Competitors and support persons shall comply with reasonable requests from race officials and immediately assist any competitor in distress and/or calling for help.

4.2 Competitors and support persons shall handle any equipment by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE - none

6 SCHEDULE OF RACES

6.1 The Schedule of Races is posted on the MYC website <https://www.myc-culver.org/2023results/>

7 CLASS FLAGS

7.1 Class Flags will be NCSSA National Flag, the MCSA National Flag and a yellow pendant with black Sunfish emblem.

8 RACING AREA

8.1 The navigable waters of Lake Maxinkuckee, Culver, IN.

9 COURSES

9.1 The courses will be Windward/Leeward or Triangle. No later than the warning signal, the course will be posted on the RC Boat with letters & numbers and the approximate compass heading of the first mark. Numbers define the quantity of windward legs. For example: W4 means four windward legs and windward finish line, L2 means two leeward legs and leeward finish line. See Appendix A for descriptions of windward / leeward courses.

10 MARKS

10.1 All marks will be colored balls, tetrahedral or a boat with orange flag.

11 OBSTRUCTIONS - none

12 THE START

12.1 Races will be started using RRS 26, Appendix U of the U.S. Sailing Prescriptions with the warning signal made five (5) minutes before the starting signal. A courtesy signal (multiple beeps) will be made one (1) minute before the warning signal. Warning signals for multiple fleets starting in sequence is the start signal of the fleet starting directly ahead.

12.2 The starting line will be between a staff displaying an orange flag or shape on the RC boat at the starboard end and the course side of a mark at the port end.

12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

12.5 A boat that does not start within four (4) minutes after her starting signal will be scored as Did-Not-Start (DNS) without a hearing.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the race committee will move the existing mark, move the finish line or lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.2 The new compass bearing may be broadcast on the competitor channel. If the windward mark is changed, there may not be an offset. Minor adjustments in a mark's location will not be signaled. This changes RRS 33.

14 THE FINISH

14.1 The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark. When back-to-back races are posted along with a downwind finish, the finishing line is between a blue flag at the port end (when sailing downwind) and the course side of a starboard end finishing mark.

15 PENALTY SYSTEM

15.1 The Scoring Penalty, RRS 44.3, applies. The penalty shall be 20% of the score for Did-Not-Finish, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did-Not-Finish.

15.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16 TIME LIMITS AND TARGET TIMES

16.1 The Race Target Time, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Number of Races Scheduled	Target Time	Race Time Limit	Finishing Window
1	60	120	30
2	45	90	20
3	30	60	15

16.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

16.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

17.1 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.

17.2 Hearing requests should be emailed to the Senior Fleet Captain.

17.3 Protest notices will inform competitors where and when there is a hearing in which they are parties to a hearing or named as witnesses.

17.4 RRS 62.2(a) and 66.2(a) do not apply.

18 SCORING

18.1 The scoring system is as follows: Low Point System.

18.2 One race is required to be completed to constitute a series.

18.3 A boat's series score is the total of her race scores.

18.4 (a) When fewer than ten series races have been completed, a boat's series score is the total of her race scores.

(b) When ten or more series races have been completed, a boat's series score is the total of her race scores excluding one (1) throw-out score. At 15 or more series races sailed, two (2) throw-out scores are calculated. At twenty (20) or more series races sailed, three (3) throw-out scores are calculated.

(c) A boat that does not come to the start (DNC) because the skipper is working on the RC boat will be scored the average number of points for that season series. The average will be calculated using scores for all other races in the season series, including any excluded scores.

(d) A boat scored as DNC because of off-lake regatta attendance in the registered boat may request scoring redress to receive their average score from all previously completed series races (including any previous redress scores), rounded up to the next whole number plus one (1) position. For example: a regatta attendee with a previous average series score of 2.3 (average at time of regatta date) would receive a score of 4 for each race missed while attending the regatta. If no average score can be calculated at the time of redress (1st weekend race(s) of the series), then the next 4 race scores are used to determine their score for races missed.

18.5 Two boats make a race.

18.6 The NCCSA rule requiring a minimum of two crew on a C Scow is suspended. Only one person is required. This is a local rule.

18.7 A boat that did not come to the starting area (DNC) shall be scored points for the finishing place two more than the number of boats that came to the start. A boat that did not start (DNS) or was on the course side (OCS) shall be scored one more than the number of boats that came to the start. A boat that did not finish (DNF), retired (RET) or did not sail the course (NSC) shall be scored one more than the number of boats that started. These local rules change RRS A5.

19 SAFETY REGULATIONS

19.1 Local Rules that change RRS 41.

(a) A boat that capsizes may accept help from a Race Committee Boat, another competitor or a spectator boat and continue in the race.

(b) A competitor who helps a capsized boat may ask for redress from the RC, if it hinders her place in the race.

20 REPLACEMENTS OF CREW OR EQUIPMENT

20.1 Skippers may sail another boat if their boat is under repair and cannot be sailed. The skipper must inform P.R.O. prior to the start of the race.

20.2 Competitors must inform the RC Boat prior to the warning signal if the sail number does not match the number on the hull.

21 RISK STATEMENT

21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Appendix A – typical Windward / Leeward courses sailed

