

RACE RULES & INSTRUCTIONS

LARGE BOAT RACE RULES



1.0 Rules:

1.1 PMYC races will be sailed under the specific sailing instructions for a race series or event, the instructions in this book, the current US Sailing 2017-2020, and the current PHRF rules (for keel boats). In the case of conflict, precedence will apply in the order listed.

2.0 Eligibility:

2.1 Any yachts regardless of club affiliation. Yachts sailing in Div. 1 and Div. 2 with current PHRF membership, or yachts having received a PHRF rating certificate within the last two years. Any yachts in Div. 3 with or without a PHRF certificate. The PMYC club handicapper will assign a handicap if necessary.

2.2 All skippers, regardless of yacht club affiliation, with a current PHRF or club rating are eligible.

3.0 Safety:

3.1 It shall be the responsibility of each participating skipper to determine the seaworthiness of his or her yacht and the competency of the crew to start a race, or to continue a race in existing or in forecast weather or sea conditions. As a requisite of the participation of any yacht, the skipper and crewmember

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agree that the safety of the yacht and crew is solely their responsibility. It is the responsibility of each racing skipper to be familiar with, and observe, these regulations, advisory notes and applicable VTS regulations, as well as the rules of the road.

- 3.2 It is strongly recommended that the items listed under PIYA category III requirements be aboard at all times.
- 3.3 Centerboard dinghy competitors will wear an appropriate life jacket at all times when racing. This will be in addition to wet suits or dry suits that may be used.
- 3.4 USCG approved life jackets must be carried for each person aboard and navigation lights must be shown between sunset and sunrise.
- 3.5 Crewmembers on deck, including cockpit, after dark must wear a life jacket and safety harness. (Also recommended for rough conditions during daylight hours.) A hand held flare must be ignited at the earliest opportunity if a person is overboard and detached from the boat between sunset and sunrise.
- 3.6 A radar reflector, metal triplanar, each plane at least 12 inches square or 12.5 inch diameter is to be carried at least 13 feet above the waterline. Other types of reflectors may be used provided it has been demonstrated that they are equally effective under all conditions.
- 3.7 A yacht in position where it may impede commercial traffic must exit from the danger area immediately, under power if necessary. If power is used, it must be reported to the race committee at the finish line followed by a written report indicating location, time, duration of power use, speed, direction of exit, and that the competitive position of the yacht was not improved.
- 3.8 Yachts must not sail across a towline, too close ahead, or too close alongside commercial traffic.
- 3.9 Observed and/or reported violators of these safety regulations will be handled by the race committee.

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4.0 Race/series scoring:

- 4.1 Race scoring per Appendix A US Sailing RRS as amended in individual race instructions
- 4.2 Yachts recorded as DNF will be scored $n+1$, n equals the number of yachts that finish the race. For an individual regatta class Div.1 and 2 shall contain a minimum of 3 starters. If a fewer number show up then the yacht shall be scored with the next faster division, except for the Cruising oriented Div 3.
- 4.3 Yachts recorded as DSQ will be scored $n+2$ where n equals the number of yachts that start the race. In a multiple regatta series the minimum number of yachts in a class scored per regatta is 1. If a yacht has been moved up in classification in an individual regatta, she will be re-scored in her series class with the highest finisher receiving 1 class point, the next 2 and so forth. Yachts ranking below a yacht to be reclassified will be move up one place to fill the vacancy.
- 4.6 If four or five races are completed in a series there will be one throw out. When three or fewer are completed, there will be no throw outs.
- 4.7 When a skipper serves as race committee during a series, he shall be awarded his series average points on the day he is race committee. A throw out, if applicable, will be taken after all other computations.
- 4.8 Trophies and awards will be given as follows:
- A) First Place If 3 Starters.
 - B) First and Second Place if 4 Starters.
 - C) First, Second and Third Places if 5 or more Starters.

5.0 Engine Use:

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- 5.1 Except as herein provided and rule 3.6 (commercial traffic) above, a yacht which does not withdraw shall be disqualified for use of engine.
- 5.2 A yacht late for her start may use engine propulsion to get to the starting area, but may not start for 5 minutes after turning off her engine.
- 5.3 Time lost in making a rescue of own crew overboard will be the yacht's penalty for engine use.

6.0 Withdrawals:

- 6.1 The skipper of a yacht that withdraws from a race started must promptly report that withdrawal to the committee boat. Failure to comply may result in a score of DSQ rather than DNF.

7.0 Classes:

- 7.1 Division I: PHRF 140 and below. Division II: PHRF 141 and above. Division III: Less intense racing for short handed and cruising oriented boats with a PMYC club assigned handicap of all sizes.

8.0 Large Boat Racing Series

- 8.1 See individual race instructions on the PMYC web site for the races listed on the schedule.
- 8.2 Thursday Evening series. Three six race series sailed for every week mid May though July Starting time is 7:00. Courses are displayed on the committee boat from the list below.

9.0 Start/Finish Line:

- 9.1 The start and finish line will be between the flag buoy and the starting mark, which will be an orange flag on the race committee boat. When finishing, the s/f line shall always be crossed in the direction from the last mark.

10.0 Mark Descriptions:

- 10.1 Mark codes are shown in the PMYC yearbook or as defined below:

A = Temporary mark to windward of starting line

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- B = Temporary reaching mark
- C = Temporary leeward mark
- L = Skiff Pt.
- M = Meadow Point Buoy
- S=Temporary starting mark
- T = Temporary mark near Point Monroe
- W = West Point Buoy
- X = Halvorsen Buoy
- Z = Jeff Head Buoy-yellow mark 0.9 Mi. SW from Pt. Jefferson
- 1 = Permanent mark Miller Bay
- 2 = Permanent mark Indianola
- 3 = Permanent mark Jeff Head
- 4 = Permanent mark Point Monroe

11.0 Starting/Finishing Area:

11.1 Yachts whose class has not yet received its preparatory signal must stay clear of the Starting Area (Beyond 200 feet in all directions).

12.0 Racing Signals:

12.1 The start shall be signaled by (1) horn blast and these flags:

Warning	Class flag; 1 sound	5 minutes
Preparatory P, I, Z, A - I, or black flag;	1 sound	4 minutes
One-Minute Pre-flag removed;	1 long sound	1 minute
STARTING	Class flag removed; 1 sound	0

13.0 Recall:

13.1 The race committee will attempt to hail premature starters, however each yacht is solely responsible for starting properly.

13.2 Refer to US Sailing RRS section 29.1 for individual recall procedure and 29.2 for general recall procedure.

14.0 Protests:

14.1 The protest flag must be flown per rule 61.1. Protests will be heard at the club house immediately after the committee boat docks. The protest committee will be picked from among

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participating skippers. Entrants shall inform the race committee as well as the protested yacht of their intention to protest immediately upon finishing or, if unable to finish, as soon as possible after reaching port. Written protest forms shall be prepared in the format prescribed in USSA rule 68. Forms are available at the PMYC clubhouse or from the race committee.

15.0 Postponement:

15.1 Signaled by two horn blasts plus the answering pendant (red with two vertical white stripes). When ready to restart, there will be one horn blast, lowering the answering pendant and warning signal one minute later.

16.0 Identification:

16.1 A yacht wishing to use sails whose numbers are different than her own must inform the race committee prior to the warning signal of the 1st race of her series (see #17).

17.0 Ratings:

17.1 PHRF ratings will be provided by the PHRF handicapper appointed by the commodore. The club handicapper appointed by the commodore will provide club ratings. Club ratings will be calculated the same as PHRF ratings, with sail measurements provided by the owner or skipper. In the event sail measurements can't be provided, the club handicapper will estimate a club rating not more than 3 seconds less than the PHRF standard boat rating. In the event there is no PHRF standard rating for a boat, the club handicapper will use his best judgment to estimate the club handicap for the yacht. In the event of protests concerning a rating the PHRF handicapper will defend PHRF ratings and the club handicapper will defend club ratings. Accurate measurements are the responsibility of the owner or skipper.

18.0 Rating changes:

18.1 Any rating that varies from the one on record in this book and with the racing chairman must be reported to the race

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committee at least ten minutes before the first warning signal of the race. A written notice must provide an explanation of the nature of the change(s) that warrant the rating change for review by the race chairman. Rating changes will not be permitted for a yacht in any series after that yacht races in its first race of the series.

19.0 Time Limits:

- 19.1 For the Thursday evening series the time limit shall be 2 hours except that if at least one boat finishes the time limit shall be extended 20 minutes. Time limits for other events will be as stated in their individual sailing instructions.

