



1 RULES

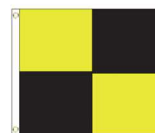
- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing, and the relevant class rules except as modified herein.
- 1.2 Skippers shall comply with all applicable governmental and safety regulations, including adequate personal buoyancy. Boats not in compliance may be disqualified by the Race Committee.
- 1.3 The responsibility for a skipper's decision to race or to continue racing is his or hers alone.

2 ENTRY

- 2.1 MBC members and guests may enter club races by hailing the race committee with their sail number and the name of the skipper to be scored before the warning signal.
- 2.2 Regular members of a boat's crew may substitute for the skipper by giving the skipper's name when hailing.
- 2.3 One hail for a vessel at the beginning of a multi-race series shall be sufficient unless any of the information changes.
- 2.4 A boat that retires from a race shall notify the race committee as soon as practical.

3 NOTICES TO COMPETITORS

- 3.1 Notices will be posted on the MBC Website (www.monmouthboatclub.org) and/or the official bulletin board on the East wall of the club.
- 3.2 These sailing instructions may be superseded by instructions given by the Race Committee prior to the warning signal.
- 3.3 Code Flag L, flown on the committee boat at the dock, indicates that a change in the sailing instructions has been posted today. When Code Flag L is displayed on the water, all boats shall come within hail of the Committee Boat to receive further instructions.



4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at on the committee boat or on the porch of the clubhouse.
- 5.2 When code flag AP is displayed ashore, "1 minute" is replaced with "not less than 20 minutes" in the race signal AP.



6 SCHEDULE OF RACES

- 6.1 The racing schedule shall be published on the MBC Website (www.monmouthboatclub.org).
- 6.2 Official changes to the racing schedule will be posted on the MBC Website and/or the East wall of the club.
- 6.3 A departure sound signal shall be made at MBC approximately 30 minutes before the first warning signal.
- 6.4 Unless otherwise indicated, the start order shall be: Lightning, MC Scows, Flying Scot, Albacore, Laser, 420, Woodpuddy, Sanderling.

7 COURSES – Bridge Races

- 7.1 A skipper's meeting shall be conducted by the Principle Race Officer prior to the race committee leaving the dock. The meeting will commence approximately 45 minutes prior to the scheduled start of the race on the porch of the club. The meeting is intended to ensure the participants understand the course description, start sequence, which way to round marks (to port or starboard), and cover any questions the racers may have.
- 7.2 Unless otherwise indicated, the course shall be to a windward mark with optional offset mark, then to a mark within the vicinity of Government Mark 17, to finish at MBC. Boats shall leave Government marks 17, 18, 19, and 20 on the channel side throughout the race. If available, a race committee boat may lead the fleet around the appropriate course.
- 7.3 In an easterly, the windward mark may be omitted.
- 7.4 The Finish Line shall be between a yellow flag on the T dock or second deck of MBC and the nearest "No Wake" buoy.

8 COURSES – Other than Bridge Races

- 8.1 A Committee Boat shall signal by letter a course as diagrammed in these instructions, or as otherwise indicated by the Race Committee prior to the warning signal.
- 8.2 The Finish Line shall be between yellow flag on a Committee Boat and the nearby mark of the course or designated finishing mark.
- 8.3 The use of an offset mark is optional.

9 THE START

- 9.1 Races shall be started in accordance RRS - Appendix U – Audible-Signal Racing System.
- 9.2 At the discretion of the Race Committee, races may be started in accordance with RRS 26.
- 9.3 2. Boats not starting promptly after their starting signal may be scored DNS at the discretion of the Race Committee



9.4 Wind limits

9.4.1 Low limit: The RC shall determine if there is sufficient wind to conduct a race. Indicators include:

- The ability to conduct a fair competition
- The likelihood of finishing the race within the prescribed time limit.
- Input from experienced competitors.

9.4.2 Upper limit: The RC shall have the final determination regarding cancellation due to high winds. Considerations should include:

- The safety of all competitors.
- Experience levels of the competitors.
- Capability and availability of RC chase boats.
- Input from experienced competitors.

10 SHORTEN COURSE

10.1 After the starting signal the Race committee may shorten the course with two sounds, and announcements over VHF radio on Channel 68, or

10.2 Abandon the race with three sounds and announcements over VHF radio on Channel 68.

10.2.1 At its discretion, The Race Committee may hail competitors to announce course changes or abandonments

10.3 This modifies RRS 31.1 and 31.2

11 PENALTY SYSTEM

11.1 RRS 44 is changed to require a One-Turn Penalty for infractions of Part 2 of RRS.

12 TIME LIMITS

12.1 Tuesday Evening Races:

The time limit for the first boat to complete the course is 30 minutes. Boats finishing the greater of 30 minutes total or more than 15 minutes after the first boat will be TLE (Time Limited Expired) and scored as if they had finished last. This modifies RRS 35 and A4.

12.2 Bridge Races:

The time limit for the first boat of each division to complete the course is 2 hours. Boats finishing more than 3 hours after the start of their division will be TLE (Time Limited Expired) and scored as if they had finished last. This modifies RRS 35 and A4.

12.3 For all other races:

The time limit for the first boat to complete the course is 60 minutes. Boats finishing the greater of 60 minutes total or more than 20 minutes after the first boat will be TLE (Time Limited Expired) and scored as if they had finished last. This modifies RRS 35 and A4.



13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protests and requests for redress shall be made in accordance with RRS 60 except as modified herein.
- 13.2 Protests shall be lodged with the RC within 30 minutes after the committee boat returns to the dock, except a protest in a bridge race shall be lodged within 30 minutes of the protestor's finish time.
- 13.3 The RC may hear a protest immediately or post the sail numbers of the boats involved and schedule the hearing for the future. It is contestants' responsibility to monitor the bulletin board for protests. The RC PRO shall designate parties in accordance with RRS 63.4, and shall post the sail numbers of the boats involved and notify all parties of a date, time and place in accordance to RRS 63.2.

14 SCORING

- 14.1 The official MBC Race Committee, and ultimately the 1st Rear Commodore, shall be the final arbiter on matters relating to scoring.
- 14.2 For series longer than three consecutive days:**
 - 14.2.1 Scoring shall be the high point average system as described below.
 - 14.2.2 Skippers shall participate in at least fifty (50) percent of the races in the series to qualify for series scoring.
 - 14.2.3 One completed race shall constitute a series.
 - 14.2.4 Skippers shall receive participation credit for first four races that they serve on Race Committee in that series. For series where less than eight races are completed a skipper may only receive credit for a maximum of fifty (50) Percent of the completed races. For example, if a series is 7 races a skipper may only receive participation credit for three races as race Committee.
Note: Average points in this system are redundant so they will not be awarded.
 - 14.2.5 MBC Skippers away at US Sailing ladder events, or State, National, and World championships in their class shall receive points equal to their average points in that series.
- 14.3 For series and regattas held over three or less consecutive days:**
 - 14.3.1 The Low Point System of RRS Appendix A shall apply except as modified herein.
 - 14.3.2 Skippers shall receive participation credit for first four races that they serve on Race Committee in that series or regatta. For series or regattas where less than eight races are completed a skipper may only receive credit for a maximum of fifty (50) Percent of the completed races. For example, if a series or regatta is 7 races a skipper may only receive participation credit for three races as Race Committee.
 - 14.3.3 No races shall be excluded unless the NOR or SI's for that event specify otherwise.
- 14.4 Handicap racing**
 - 14.4.1 The basic Portsmouth numbers, as published by US Sailing, shall be used to correct elapsed times.
- 14.5 For Handicap races, skipper (s) is substituted for boat (s) in all places in RRS Appendix A and the appendix for high point average scoring.



15 THE HIGH-POINT PERCENTAGE SCORING SYSTEM

15.1 RACE SCORES

15.1.1 Define 'N' to be the number of boats that compete in a particular race. Each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

Finishing place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3
Each place thereafter	Subtract one point

15.1.2 All other boats that compete in that race, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will not be scored

15.1.3 SERIES SCORES

The series score for each boat will be a percentage calculated as follows: divide the sum of her race scores by the sum of the points she would have scored if she had placed first in every race in which she competed; multiply the result by 100.2 The qualified boat with the highest series score is the winner, and others are ranked accordingly.

15.1.4 TIES AND OTHER RULES

Race ties will be handled using rule A7. Series ties will be broken using rule A8.1 Rules A1, A3, A5, A6, A10 and A11 also apply.

16 RACE COMMITTEE PARTICIPATION

16.1 Skippers must participate in no less than one (1) day of Race Committee over the course of a season (floats in to floats out) for their scores to counted at the end of that season.

16.2 The Skipper shall register for RC in a manner detailed by the First Rear Commodore, and published on the MBC website, no later than 2 days prior to the race.

16.3 A list of all RC participation will be kept, and it is the Responsibility of the Skipper to ensure that they are credited with RC Participation for that series.

17 RADIO COMMUNICATION

17.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]



18 DISCLAIMER OF LIABILITY

- 18.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.



19 COURSE DIAGRAMS

Monmouth Boat Club Course Diagrams (04.15.12)

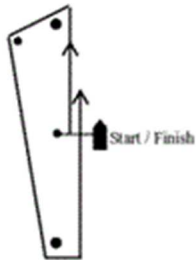
W: Windward - Leeward



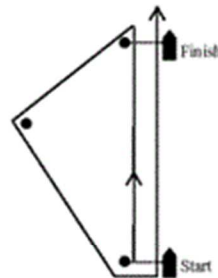
WD: Windward - Leeward,
Downwind finish



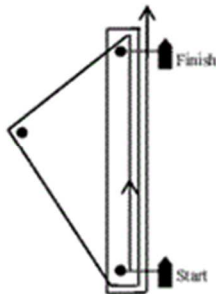
E: Windward - Leeward,
Finish above Leeward mark



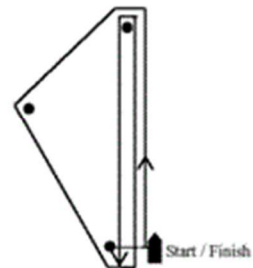
T: Triangle



O: Olympic



OD: Olympic - "Gold Cup"
Downwind finish





19.1 Examples of course signals:

- 19.1.1 W1 - Windward, Leeward, Windward, Finish
- 19.1.2 W2 – Windward, Leeward, Windward, Leeward, Windward, Finish
- 19.1.3 WD1 - Windward, Leeward, Finish
- 19.1.4 WD2 - Windward, Leeward, Windward, Leeward, Finish
- 19.1.5 E1 - Windward, Leeward, Windward, Finish
- 19.1.6 E2 - Windward, Leeward, Windward, Leeward, Windward, Finish