



## **2022 MYC Wednesday Night Series**

### **SAILING INSTRUCTIONS**

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 regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 - A boat may race under only one (1) PHRF Certificate for the series/season.
- 1.3 - The Melges 24 Class shall be subject to their Class Rules, except as noted in the Notice of Race (NOR), the Sailing Instructions (SI), or any Additional Sailing Instructions (ASI).
- 1.4 - US Sailing Prescription Appendix T, sections T1, T2, and T4 will apply.
- 1.5 - US Sailing Prescriptions to RRS 60, 63.2 and 63.4 will not apply.

#### **2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 - Any change to the sailing instructions will be posted on the Official Notice Board before 0930 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.
- 2.2 - On the water changes to the Sailing Instructions will be given after the L flag is displayed on the signal boat. Changes will be announced on the designated VHF channel and also by Loud Hailer. This changes RRS 90.2 and Race Signal

#### **3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 - Notices to competitors will be posted on the Official Notice Board located at [www.yachtscoring.com](http://www.yachtscoring.com).
- 3.2 - The Race Committee will communicate with the competitors using VHF channel 73. The information is provided as a courtesy. Any errors or omissions of these broadcasts or failure to hear them shall not constitute grounds for granting redress. This changes RRS 62.1(a).
- 3.2 - Except in an emergency, a boat that is racing shall not make voice or data transmission and shall not receive voice or data communication that is not available to all boats. Discretionary Penalty [DP].

#### **4 SIGNALS MADE ASHORE**

- 4.1 - Signals made ashore will be displayed at the MYC main flagpole.
- 4.2 - When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP. This changes RRS Race Signals Code Flag AP.

## 5 SCHEDULE OF RACES - Posted times are for the warning signal.

5.1 - Dates and starting times will be indicated in the MYC Race Calendar located at [www.muskegonyachtclub.org](http://www.muskegonyachtclub.org)

5.2 - To alert boats that the Race Committee intends to run a race(s) that day, the RC may signal one long sound when leaving the dock area.

5.3 - The START times shall be:

Div. 5 (JaM) & Div. 3 – 1835 (warning at 1830) EVERY WEEK – NO ALTERNATING

Div. 4 (Melges) – 1840 OR 1845 (warning 1835 & 1840) ALTERNATING EVERY WEEK

Div. 1 & Div. 2 - 1840 OR 1845 (warning 1835 & 1840) ALTERNATING EVERY WEEK

5.4 - In the event of abandonment or no races, the next week's starting time will still alternate as if the race had been conducted. These starting times are subject to change in the event of a postponement or general recall. A change to these start times while on the water will not be grounds for redress. This changes RRS 62.1(a).

## 6 CLASS FLAGS

PHRF Division One	Code Flag 1
PHRF Division Two	Code Flag 2
PHRF DivisionThree	Code Flag 3
Jib and Main Division	Code Flag 5
Melges 24 Division	Melges 24 Class Flag

## 7 RACING AREA

7.1 – The racing area will be Muskegon Lake or Lake Michigan. No later than the first division warning signal, the RC vessel will designate the course by displaying the buoys to be rounded or the approximate compass heading to the first mark and the number of legs of that race on a white board from the signal boat

7.2 – When the race(s) are intended to be held on Lake Michigan, Race Committee will make the announcement on the Official Notice Board located at [www.yachtscoring.com](http://www.yachtscoring.com) and on the MYC Racing Facebook page. This announcement will be posted at those two locations no later than 3 hours before the first warning of that day's racing.

## 8 THE COURSES

8.1 – No later than the first division warning signal, the RC vessel will designate the course by displaying the buoys to be rounded or the approximate compass heading to the first mark and the number of legs of that race on a white board from the signal boat.

8.2 - All marks are to be taken to port, unless the Race Committee designates otherwise by displaying the letter "S" in (parenthesis) following the individual mark referenced. In that case, that mark must be taken to starboard.

## 9 MARKS

9.1 – Muskegon Lake races may use the following marks:

- Permanent MYC race marks A through H
- USCG green navigation buoy 3 (referred to as "3")
- Bultema's western most mooring (referred to as "BUL")
- Inflatable orange cylinders called "X"
- Inflatable yellow cylinders called "Y"

9.2 – The Race Committee Signal Boat may deploy a “keep away” buoy, which shall rank as a starting mark. Any boat touching this buoy will have broken rule 31 and shall act in accordance with RRS 44.1. Boats shall not pass between this buoy and the Signal Boat when approaching the line to start. The area between the limit mark and the Signal Boat does not rank as an obstruction for the purposes of RRS 18, 19 and 20.

## **10 OBSTRUCTIONS**

10.1 – The zone formed by a triangle with Bank Point Light and lines at approximately 330 degrees and 21 degrees from Bank Point Light to the North shore of Muskegon Lake is designated as an obstruction. Competitors who traverse this zone while racing will be scored NSC (Not Sailed Course) without a hearing under RRS A5.1.

## **11 THE START**

11.1 - Races will be started by using rule 26, with the warning signal given 5 minutes before the starting signal.

11.2 - The starting line will be between a staff displaying an orange flag, on the race committee boat at the starboard end of the line, and the course side of the port end starting mark.

11.3 - Boats whose warning signal has not been given shall avoid the starting area. Discretionary Penalty [DP].

11.4 - 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 redress for request. This changes RRS 62.1(a).

11.5 - A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes Rule A 4

## **12 CHANGE OF THE NEXT LEG OF THE COURSE**

12.1 - To change the next leg of the course, Race Committee will display the “C” flag from a staff on the RC vessel from anywhere on the racecourse. If fixed race marks “A” through “I” are being used, then RC will fly the code flag for the letter of the new fixed mark directly below the “C” flag AND announce the new fixed race mark letter on VHF Channel 73. In the event the course is not using fixed marks, but rather dropped inflatable orange cylinders called “X”, Race Committee will display the “C” flag from a staff on the RC vessel from anywhere on the racecourse. RC will then also drop a new yellow cylinder called “Y” and fly either a green triangle flag under the “C” flag if “Y” moved to starboard or a red rectangle flag under the “C” flag if “Y” moved to port from the previous mark. RC will also announce the new heading on VHF Channel 73. This changes RRS 33. Any errors or omissions of these broadcasts or failure to hear them shall not constitute grounds for granting redress. This changes RRS 62.1(a). A minimum of one (1) functional VHF radio is mandatory for all boats competing per MYC SI 17.1 under “Safety Regulations.”

12.2 – Course changes of less than 5 degrees may be made with no signal and no change of mark color. This changes RRS 33.

## **13 THE FINISH**

13.1 - The finishing line will be between a staff displaying a blue flag on the RC vessel and an orange inflatable cylinder finishing mark OR a fixed race mark identified as “A” through “I”.

13.2 - If the RC is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the RC at the first reasonable opportunity.

#### **14 PENALTY SYSTEM**

14.1 - A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark (other than a starting mark), her penalty shall be a Two-Turn Penalty. This changes RRS 44.1

14.2 - After a race, a boat that may have broken a rule of Part 2 or Rule 31 while racing may take a post-race penalty for that incident.

14.3 - Post Race Penalties shall be:

- a. 20% if taken before protest time limit. [Minimum 2 places]
- b. 30% if taken after protest time limit but before the beginning of a hearing involving the incident. [Min. 3 places]

14.4 – Secured Positions - If the Race Committee deems it necessary, and at the sole discretion of the Race Committee, the Race Committee may “secure” the position of any boat in the race and will score that boat in that position as if they have actually finished the race in that position. This modifies Rule 35, A4, A5 and changes the definition of Finish.

#### **15 TIME LIMITS**

15.2 - Races held on Muskegon Lake will have a 2-hour time limit for the first boat in each class to finish the race. Races held on Lake Michigan will have a 3-hour time limit for the first boat in each class to finish the race. Boats still racing 30 minutes after the first boat in their class has finished and not therefore retiring will be scored Did Not Finish (DNF). Time limit will be adjusted by handicap in PHRF races. This changes RRS 35 and A5.2 and A5.3.

15.3 - Boats that are scored Did Not Finish (DNF), when the time limit has expired shall receive points equal to the number of finishers in her division plus 2 points. This changes RRS A5.2 and A5.3.

15.4 - If no boat has passed Mark 1 within the 30 minute Mark 1 time limit, the race will be canceled.

#### **16 HEARING REQUESTS**

16.1 - Hearing Request forms are available at MYC or upon request from the Race Committee. Protests and requests for redress or reopening shall be delivered to the RC within the protest time limit.

16.2 - Protests and request for redress must be delivered to the Race Committee within 30 minutes of the RC vessel docking time.

16.3 - Competitors will be individually notified of meetings or hearings in which they are parties, or named as witnesses, and time and place for when the hearings will be held.

16.4 - Notices of protests by the Race Committee, or Protest Committee will be posted to inform boats under RRS 61.1(b).

16.5 - RRS 62.2(a) and 66.2(a) do not apply.

16.6 - The right of appeal from a protest committee decision is denied as provided in rule 70.5[(a)][(b)][(c)].

#### **17 PROTEST ARBITRATION**

17.1 - Rule 44 is modified to allow a boat either to take the penalty described in RRS 44.1, 44.2, and as modified by these Sailing Instructions while on the water or to take a 40% Scoring Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the

infringement before arbitration or by accepting the opinion of the arbitrator.

After a protest has been lodged, one designated representative from each boat, who shall have been on the boat when the incident occurred, may appear together before an arbitrator appointed by the protest committee. No witnesses shall be allowed. The arbitrator will have each party describe the incident, limiting each party to approximately two minutes.

After hearing the testimony, the arbitrator will express one of the following conclusions:

- 1) No rule was broken. The protester has the option of withdrawing the protest. If he decides to do so, he signs to this effect on the protest form. The protest is then withdrawn and shall not be reopened or appealed. If the protester does not withdraw the protest, it will be submitted to the protest committee in the normal manner.
- 2) A rule was broken by one of the boats involved. The representative of the offending boat has the option of either accepting a 40% penalty or submitting the matter to the protest committee for a protest hearing. If the penalty is accepted, the matter is closed and cannot be submitted to a hearing, be reopened, appealed or submitted for redress.

When protests are submitted to the protest committee, the arbitrator shall not be a member of the protest committee hearing the protest, but may be present in the protest committee room, and may be called as a witness.

- 17.2 - Application of the 40% penalty shall be calculated in accordance with rule 44.3, except that the penalty is modified to read 40%. [ Minimum 4 places]

## **18 SCORING**

- 18.1 - Season Class Scoring will be based on individual "Low Point" scoring. The best low point finishes of the twenty (20) Wednesday night finishes of the total twenty-four (24) scheduled races.
- 18.2 - Season Overall scoring will be based on individual "High Point" overall scoring of the best high point finishes of the twenty (20) Wednesday night finishes of the total twenty-four (24) scheduled.
- 18.3 - Throw-Outs: The fleet will obtain one (1) throw-out race for every six (6) races scored towards their overall high point score.
- 18.4 - Wednesday Night Sponsor Series Scoring: There will be four (4) separate Wednesday Night Sponsor Series. These races will be the first six (6) Wednesday nights followed by the following six (6), the next six (6) and the last six (6) Wednesday nights. Each Sponsor Series will be scored independent of the overall Wednesday Night Racing Series. If six (6) races are scored, each boat will receive one (1) throw-out per series. If less than six (6) races per series are scored, there shall be no throw-out. The class winners of each Sponsor Series will be boat(s) with the lowest number of points after the allowable throw-out. A Boat's throw-out for series may differ from the boat's throw for the season.
- 18.5 - Blacklock Cup Trophy Scoring: The Blacklock Cup will be awarded for the Best Overall High Point score for the combined MYC Commodores Cup, MYC Nedeau Cup, GRSC/MYC Commodores Invitational, and MYC Governor's Cup. There will not be a throw-out available for the Blacklock Cup Scoring.
- 18.6 - Spring & Fall Challenge Scoring: The Spring and Fall Challenge will continue to each be awarded as single events. In addition, they will count towards the Wednesday Night Racing Series and they will count towards the one (1) of two (2) of the Sponsor Series that they will fall in on the race schedule.
- 18.7 - Nedeau Cup: The Nedeau Cup will be awarded to the Overall Winner of the Nedeau Cup Regatta. The intent of MYC RC IS to set the course for this event on Lake Michigan.
- 18.8 - Boat of the Year Scoring: The Boat of the Year Scoring will be determined by the MYC Race and Regatta Committee.

## **19 SAFETY REGULATIONS**

- 19.1 - Each competitor, including skipper and crew, Parent or legal guardian, is ultimately responsible for such competitor's safety.
- 19.2 - A boat that retires from a race shall notify the Race Committee as soon as possible.
- 19.3 - Boats racing must conform to all USCG safety equipment requirements and must have a VHF radio on board capable of broadcasting and receiving on Channel 73 (RC) or Channel 16 (USCG).
- 19.4 - A boat that breaks SI 19.1, SI 19.2, or SI 19.3 may receive without a hearing, a warning, a penalty or a disqualification. This changes RRS 63.

## **20 RADIO COMMUNICATION**

- 20.1 - Except in an emergency, a boat that is racing shall not make voice or data transmission and shall not receive voice or data communication that is not available to all boats. Discretionary Penalty [DP].
- 20.2 – The Race Committee will communicate with the competitors using VHF channel 73. The information is provided as a courtesy. Any errors or omissions of these broadcasts or failure to hear them shall not constitute grounds for granting redress. This changes RRS 62.1(a).

## **21 TRASH DISPOSAL**

Trash may be placed aboard support or official boats.

## **22 RISK STATEMENT**

Competitors participate in racing entirely at their own risk. See RRS 3, 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 a race.

## **23 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 per incident or the equivalent.