

DALLAS CORINTHIAN YACHT CLUB
Sailing Instructions
Winter is Finally Over Series



1.0 Rules

1.1 The races will be governed by the “rules” as defined in The Racing Rules of Sailing 2017-2020.

2.0 Notices to Competitors

2.1 Notices will be posted on the Race Committee bulletin board on the south side of the 1st floor of the DCYC clubhouse or on the DCYC website.

3.0 Changes to Sailing Instructions

3.1 Any changes to the sailing instructions will be posted not later than one (1) hour before the first warning signal on the day it will take effect.

4.0 Declarations

4.1 Boats may declare spinnaker or non-spinnaker prior to each race day’s first race. See 13.0 Checking in before the race. That declaration will apply for all the races that day. This means one boat may be non-spinnaker on one series race day and spinnaker on another, and scored according to how they declared on each race day. The change in rating for non-spinnaker is +18 unless the boat is non-spinnaker in its ODR configuration. Other PHRF declarations are for the whole series.

5.0 Signals Made Ashore

5.1 Signals made ashore will be flown from the yardarm of the mast located by the DCYC swimming pool.

5.2 When flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in Race Signal AP.

6.0 Schedule of Races

6.1 There will be no more than two (2) races per race day.

6.2 The warning signal for the first race will be at 3:00 PM. Subsequent races will be held as soon as possible after the end of the previous race.

7.0 Class Flags

7.1 The Race Committee and the Fleet Captain will designate classes based on the boats that register for the series. Class A shall be designated as the Numeral 1 pennant; Class B shall be designated as the Numeral 2 pennant; Class C (if used) will be the Numeral 3 pennant and so on depending on the number of fleets assigned. Classes will be announced at the Skipper’s Meeting at the start of the Series.

8.0 Racing Area

8.1 The racing area will be within the portion of Lewisville Lake north of the bridge and south of DCYC or as stated at the skipper’s meeting.

9.0 The Course

9.1 Course selection will be displayed from the transom of the Race Committee boat. The course board will display for each fleet the course and the mark identifiers (the first mark being the weather mark). See the attached diagrams for examples of the courses. The approximate compass bearing to the first mark will also be displayed.

For example, a windward/leeward course with Mark 4 as the windward mark and Mark R as the leeward mark with 4 legs would look like this on the race committee board:

WL4 4R 160°

The committee may set different courses for each fleet.

10.0 The Marks

10.1 The marks will be the DCYC permanent marks (designated 1 through 12, R, G, and Snag) as depicted on the attached map. Other marks may be used. Temporary yellow or orange tetrahedrons or cylinders (designated as T1 or T2) may also be used either alone or in combination with the permanent marks. The race committee may set a windward mark for the slower boat fleets that is approximately 3/4 of the way from the starting line to the A Fleet windward mark to shorten that course.

10.2 The race committee may set an offset mark approximately 100 feet to the left (as viewed from the starting line) of the windward mark. If the mark is present, all boats shall round both the windward mark and the offset mark.

10.3 If the water level is low, the Race Committee reserves the right to have all boats stay east of the SNAG mark throughout the day's racing. The Race Committee also has the option to have all boats stay east of a temporary mark to avoid low water. Notification of this option will be made during check in for the day or prior to racing.

11.0 The Starting Line

11.1 The Starting Line will be between a staff displaying an orange flag on the Race Committee boat on the starboard end of the line, and a nearby permanent or temporary mark. A clearance buoy may be placed 10-15' aft of the stern of the Race Committee Vessel. The buoy together with its mooring line shall be considered a part of the Race Committee Vessel.

11.2 The fleets to be included in a specific starting sequence will be indicated by the numeral pennant(s) flown at the Warning Signal.

11.2. In the event of multiple starts, boats whose fleet Warning Signal has not yet been made will avoid the starting area during the starting sequence of other fleets.

12.0 Individual Recalls

12.1 Individual recalls will be signaled in accordance with RRS 29.1. The Race Committee may attempt to notify premature starters by announcing their sail numbers on VHF channel 69. Failure of the Race Committee to transmit and/or failure of the over-early boat(s) to receive such notification will NOT be grounds for redress.

13.0 Checking in on the Race Course

13.1 Before the warning signal of the first race each day, each boat shall sail on starboard tack past the stern of the Race Committee boat and hail her sail number until acknowledged by a member of the Race Committee. Failure to check in may result in a DNS. Each boat will declare Spinnaker or Non-Spinnaker for all races that day by informing the race committee boat prior to the first race.

14.0 The Finish Line

14.1 The Finish Line will be between a staff on a Race Committee boat displaying an orange flag and the finishing mark.

14.2 If a committee boat on station at a mark of the course is displaying a shorten course flag (code flag S with 2 sounds), all boats will finish between that committee boat and the nearby mark. If class flags are displayed with the shorten course flag, then only those classes indicated are to finish at that mark.

15.0 Time Limits

15.1 A boat shall start no later than ten minutes after their starting signal. Any boat starting later than ten minutes after her starting signal will be scored as Did Not Start (DNS) by the Race Committee without

further hearing.

15.2 The time limit for the first boat in each class to finish each race is One Hundred Five (105) minutes. Boats failing to finish within 30 minutes after the first boat finishing in their class, or within the time limit, whichever is later, shall be scored points for the finishing place one more than the number of boats that finish within the time limit. This changes Rule 35.

15.3 If a late finishing boat(s) is delaying the next start, the Race Committee may order the race terminated, and finish the boat(s) in place, without regard to handicap.

16.0 Safety

16.1 A boat which retires from a race is asked to notify the Race Committee on VHF 69 either before leaving the course area, or if that is not possible, immediately after arriving ashore.

17.0 Scoring

17.1 The Low Point Scoring System will be used.

17.2 Rule A9 (Race scores in a series longer than a Regatta) will be used except as noted in 17.3 below.

17.2 One completed race will constitute a series.

17.3 Each boat's score shall be the total of her race scores. Eight races are planned in the Series although there may be fewer. Once 6 races are completed, there will be one throw-out.

18.0 Protests

18.1 All protests must be delivered to a member of the Protest Committee not more than sixty (60) minutes after the Committee boat docks. This changes RRS 61.3

18.2 Protest, time and order of hearing, will be posted on the Race Committee bulletin board.

19.0 Boat Identification & Sail Number

19.1 Sail numbers must be clearly displayed. Boats in the same race and same fleet bearing the same sail numbers must so inform the Race Committee.

20.0 Disclaimer of Liability

20.1 Competitors participate in the series entirely at their own risk. See rule 4, Decision to Race. DCYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the series races.

21.0 Insurance

21.1 All participating boats shall be insured with valid third-party liability insurance when racing. If asked to do so by the Race Committee, competitors must supply proof of such insurance or be subject to disqualification.

