

**“2022 Beaufort Yacht & Sailing Club
Spring Dinghy Series”
March 27 thru May 22, 2022**

SAILING INSTRUCTIONS (SI's)

**Organizing Authority (OA): Beaufort Yacht & Sailing Club
30 Yacht Club Drive, Beaufort, SC**

1	RULES
1.1	The event is governed by the rules as defined in <i>The Racing Rules of Sailing</i> .
1.2	Life jacket and shoes are required for each sailor and coach boat crew member. Juniors (17 and under) are required to wear US Coast Guard approved personal flotation devices from the time they leave the dock until they return, except briefly while changing or adjusting clothing or personal equipment. All other competitors shall comply with RRS 40.
2	CHANGES TO SAILING INSTRUCTIONS
2.1	Changes to the sailing instructions will be posted on the Official Notice Board no later than 60 minutes before the warning for the first race that day. The race committee may announce changes to the sailing instructions on the water before the warning signal for each race, orally or by posting changes on the race committee board.
3	COMMUNICATIONS WITH COMPETITORS
3.1	Notices will be posted on the Official Notice Board located on the clubhouse riverside porch.
4	SIGNALS MADE ASHORE
4.1	Signals made ashore will be displayed at the base of the BYSC flagpole. When flag AP (postponement) is displayed ashore, the warning signal will be made not less than 30 minutes after the AP signal is lowered.

5	SCHEDULE OF RACES
5.1	Races will be held on Sundays, except for Easter Sunday, May 17 and on May 24. The full schedule is in the NOR at: https://www.regattanetwork.com/event/24214#_docs The warning signal for the first race on Sundays will be at 2 pm. Additional races to follow.
5.2	Due to minimal staffing on the Signal Boat it is requested that all boats check in with the Signal Boat no later than 5 minutes prior to the First Warning signal of the day.
5.3	No warning signal will be made after 1630.
6	CLASS FLAGS
6.1	Class flags will be the official class flags of each fleet. Substitute pennants may be used as necessary. The Portsmouth class will use Race Signal Pennant 9.
7	RACING AREA
7.1	The Beaufort River bounded on the north by the marsh islands in front of downtown Beaufort and on the south by the McTeer Bridge.
8	THE COURSES
8.1	The courses to be sailed are shown on Attachment B. Course to be sailed for each class will be posted on the signal boat prior to that class's warning signal. All marks, except gates, will be left to port. An offset mark may be used at the windward mark and a gate may be used at the leeward mark.
9	MARKS
9.1	Course marks will be <i>orange</i> balls. An upwind offset mark, if used, will be a <i>white</i> ball. The upwind mark for the O'Pen Skiff/Optimist class will be a <i>yellow</i> ball. A gate at the leeward mark, if used, will be two (2) <i>orange</i> balls.
10	OBSTRUCTION
10.1	ICW channel marker #242 shall not be passed on the shoreward side due to underwater pilings.

11	THE START
11.1	An <i>orange</i> flag (start/finish line flag) will be displayed (with a long sound) on the signal boat approximately 30 minutes before the warning for the first race.
11.2	Races will be started using Rule 26 with the warning signal made 5 minutes before the starting signal. A series of short horn sounds will precede the first warning signal. Rolling starts will be used for the first race of the day. Subsequent starts may or may not be rolled.
11.3	The starting line will be between a staff displaying an <i>orange</i> flag on the signal boat and a staff displaying an <i>orange</i> flag on the start mark.
11.4	Boats whose warning signal has not been made shall avoid the starting and finishing area during the starting sequence for other races. The starting line will be closed except when starting.
11.5	The predicted order of start is: Melges 15, MC Scow, Evo, Laser (Full, Radial & 4.7), 420, Sunfish, O'Pen Skiff/Optimist, Portsmouth Yardstick. The Race Committee reserves the right to combine dinghy classes if a three boat minimum per class is not met or to reduce the number of starts. Combined classes may start together and be scored using the North American Portsmouth Yardstick handicapping system, which is outlined in Attachment A.
11.6	Sailors are to check in with the signal boat before the warning for the first class of the day, hailing their sail numbers. Junior skippers and crews are also to provide their first and last names. Check in is to be completed 5 minutes prior to the first warning.
11.7	Alternative Start and Finish. In the event that the majority of our sailors are not present, leaving only a few boats competing, we may set up the Start and Finish off the dock, using the jib crane piling and an orange buoy as the start and finish.
12	THE FINISH
12.1	The finishing line will be between a staff with a <i>blue</i> flag on the signal boat and a staff displaying a <i>blue</i> flag on the finish mark.

12.2	The finish line will be closed except when finishing. Boats sailing through the finish line while not finishing will be scored DSQ without a hearing, unless they correct the error as outlined in RRS 28-2. This changes rule A-5.
13	PENALTY SYSTEM
13.1	RRS Rule 44.3 does not apply.
14	TIME LIMITS
14.1	The time limit will be 45 minutes for each class. Boats failing to finish within the time limit or within 15 minutes after the first boat in their class sails the course and finishes, will be scored DNF (Did Not Finish). This changes rule 35.
15	PROTESTS
15.1	Appendix T, Arbitration, will be in effect for any protests and the meeting may begin when all parties to the protest are available to the arbitrator. Any boat intending to protest shall inform the Race Committee as soon as possible after finishing, but in no case more than 15 minutes after finishing, stating the sail number of the protested boat.
16	SCORING
16.1	Six races are required to be completed to constitute a series for each class.
16.2	RRS Rule A5.3 shall apply. "Coming to the starting area" means sailing to the area of the starting line.
16.3	The Rule A4 Low Point System will apply less excludable scores as described here. Throw outs for races completed: none if fewer than 6 races; one if 6 or 7 races; two if 8 or 9 races; three if 10-14 races; four if 15-19 races and five if 20 or more races. This modifies rule A2.
16.4	The North American Portsmouth Yardstick handicapping system will be used for boats where the 3 boat class minimum is not met. The Low Point System as outlined in Paragraph 10.4 will apply for scoring purposes. A description of the Portsmouth System is in Attachment A.

16.5	Sailors serving on the race committee will receive credit for the races missed, and will be scored an average of all her series races sailed, less throwouts.
17	SUPPORT PERSON VESSELS
17.1	Mark and Safety Boats shall be marked with the US Sailing RC flag for ease of identification and safety purposes.
18	RISK STATEMENT
18.1	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.
18.2	Competitors participate in the series entirely at their own risk. See rule 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 the series.
19	PRIZES
19.1	Prizes will be awarded based on the number of boats of each class sailing 50% or more of the races, as follows: 1st place for two boats; 1st & 2nd places for four boats; 1st, 2nd and 3rd places for 5 or more boats.
20	FURTHER INFORMATION
20.1	For further information contact: Jim Ward – Fleet Captain Jim.ward1591@gmail.com Frank Pontious - Racing Committee Chairman fponti@islc.net BYSC gm@byscnet.com 843.522.8216

Attachment A

North American Portsmouth Yardstick

“The North American Portsmouth Yardstick is an empirical handicapping system meant to provide equitable scoring of race results for different boats sailing the same course.” As quoted from the US Sailing Portsmouth Handbook.

While the theory, methodology and application of the handicapping system can be quite complicated, the only thing we at BYSC need to be concerned with for the 2020 Fall Dinghy Series is the handicap factor assigned to each class of participating boats and how the Corrected Times are calculated.

All boat classes have a pre-calculated handicap known as a DPN. Examples are:

- Lightning 87.0
- Snipe 91.9
- Y Flyer 86.7

Corrected times are calculated from:

$$(ET/DPN) \times 100 = CT$$

Where ET is elapsed time (start to finish)
DPN is the pre-calculated handicap
CT is the corrected time

A corrected time example for a Lightning that finished a race in 31 minutes is:

$$(31/87.0) \times 100 = 35.63 \text{ minutes, or } 35 \text{ minutes } 38 \text{ seconds}$$

A Snipe finishing in 32 minutes would be:

$$(32/91.9) \times 100 = 34.82 \text{ minutes or } 34 \text{ minutes } 49 \text{ seconds}$$

A Y Flyer finishing in 32 minutes would be:

$$(32/86.7) \times 100 = 36.91 \text{ minutes or } 36 \text{ minutes } 55 \text{ seconds}$$

As you can see from the above, the Snipe would finish first based on the corrected time despite having a longer elapsed time. The Lightning would finish second despite the fastest elapsed time and the Y Flyer would finish third.

Finish times will be recorded to the second.

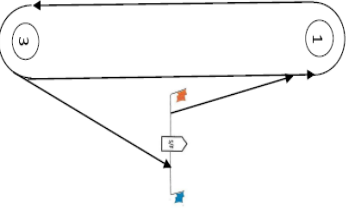
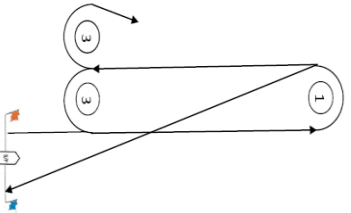
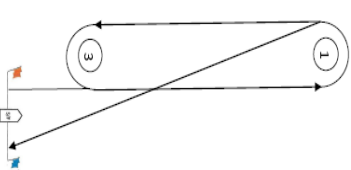
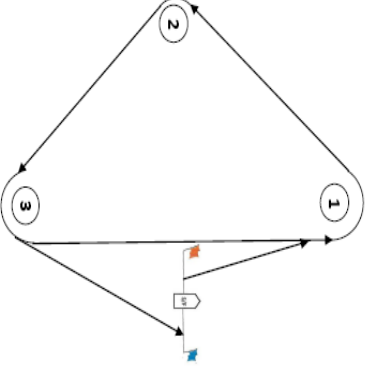
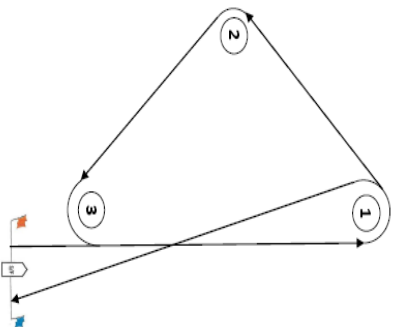
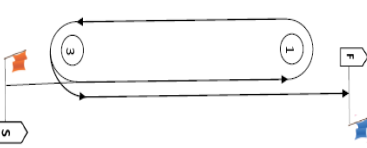
Although the Portsmouth Yardstick allows for variable handicaps based on wind speed, wind speed will not be taken into account in the 2020 Fall Dinghy Series calculations. Your boat's DPN will be provided by the race committee or may be found at: <https://www.ussailing.org/competition/offshore/portsmouth-yardstick-table-pre-calculated-classes/>

If you have any questions, please contact Frank Pontius (843-252-4900) or Richard Beesley (770-335-3178).

Course Diagrams – Attachment B

09/02/2021

Actual angles and lengths between marks will vary depending on available racing area, wind and currents.
Course designators show number of legs to be sailed.

<p>Modified Windward Leeward – Mid S/F</p>  <p>MWL-3 S-1-3-F MWL-5 S-1-3-1-3-F MWL-7 S-1-3-1-3-1-3-F</p>	<p>Windward Leeward – Downwind Finish</p>  <p>WLD-4 S-1-3-1-F WLD-6 S-1-3-1-3-1-F WLD-8 S-1-3-1-3-1-3-1-F</p>	<p>Modified Windward Leeward - Downwind Finish</p>  <p>MWLD-4 S-1-3-1-F MWLD-6 S-1-3-1-3-1-F MWLD-8 S-1-3-1-3-1-3-1-F</p>
<p>Modified Triangle – Mid Start & Finish</p>  <p>MT-4 S-1-2-3-F MT-7 S-1-2-3-1-2-3-F MT-10 S-1-2-3-1-2-3-1-2-3-F</p>	<p>Triangle – Downwind Finish</p>  <p>TD-5 S-1-2-3-1-F TD-8 S-1-2-3-1-2-3-1-F</p>	<p>Modified Windward Leeward – Upwind Finish</p>  <p>MWLU-3 S-1-3-F MWLU-5 S-1-3-1-3-F MWLU-7 S-1-3-1-3-1-3-F</p>