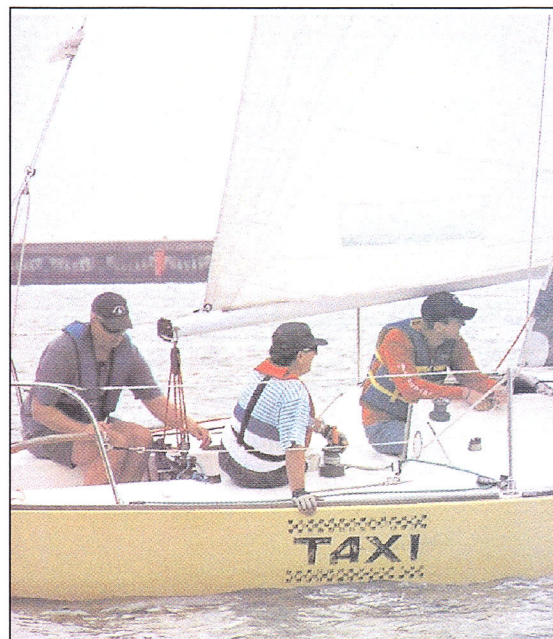
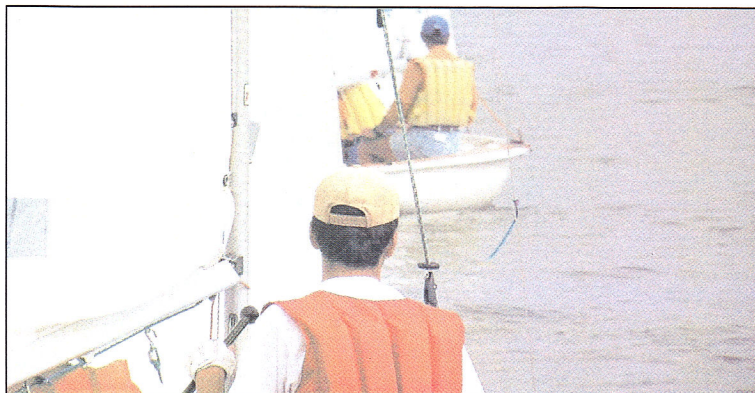


Milwaukee Community Sailing Center



Celebrating 33 years of Service

2012 MCSC Racing Manual



The MCSC Racing Manual will help you get familiar with the basic racing rules of sailing and MCSC procedures for their racing programs. MCSC members can participate in MCSC Regattas, Wednesday Night Racing, Open Fridays and Sunday Racing as part of the Enrichment Program, and Laser Racing on Saturday mornings at the Sailing Center. All MCSC members participating in racing should be aware of the basic rules of racing, not just the skipper. All racers should know the basic rules of racing.

I. Wednesday Night Racing & Laser Racing

1. Wednesday Night Racing - J24s and Solings with Milwaukee & South Shore Yacht Clubs.
2. Participants should have paid the \$25 fee and be at the dockhouse by 5:00 p.m. to organize teams.
3. Races start at 6:00 p.m. on Milwaukee Yacht Club's race course outside the breakwater.
4. Laser Racing for Laser owners on Saturday mornings at 9:30 a.m. - 12:30 p.m.

II. MCSC Regattas, Open Fridays and Sunday Racing (Enrichment Program)

1. MCSC Regattas are for Medium and Heavy Air skippers. Sailing Instructions for each regatta are available in the office. There are usually four MCSC regattas per season.
2. Open Fridays – Fridays at 5:30 p.m. – Sunset & Sunday Racing – Sundays from 9:30 a.m. – 12:30 p.m.
3. MCSC members should have paid the Enrichment Program Fee to be eligible to participate.

III. Basic Sportsmanship of Racing

1. A boat or competitor shall give all possible help to any person or vessel in danger.
2. Acceptance of the Rules. By participating in these racing programs, each competitor agrees to:
 - a. understand and accept the basic racing rules and decisions by the race committee.
 - b. accept responsibility for the actions and safety of the boat and crew.
 - c. avoid all collisions and sail in a fair, safe manner.
3. Olympic Champion's Paul Elvstrom's ETHICS of Sailboat Racing:
 - a. E – each competitor deserves respect.
 - b. T – think before you act.
 - c. H – have fun!
 - d. I – in victory and defeat, be gracious.
 - e. C – comply with the rules.
 - f. S – sail smart, sail fair, sail fast!

*"You have not won the race if,
in winning the race,
you have lost the respect
of your competitors."
- Olympic Champ Paul Elvstrom*

IV. Section A of the Racing Rules of Sailing – RIGHT OF WAY & WHEN BOATS MEET:

A boat has right-of-way when another boat is required to keep clear of her. However, some rules limit the actions of a right-of-way boat. More on this later (see Rule 14, AVOIDING CONTACT)

Rule 10 ON OPPOSITE TACKS

When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.

Rule 11 ON THE SAME TACK, OVERLAPPED

When on the same tack, and overlapped, a windward boat shall keep clear of a leeward boat.

Rule 12 ON THE SAME TACK, NOT OVERLAPPED

When on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

Rule 13 WHILE TACKING

After a boat passes head-to-wind, she shall keep clear of other boats until she is on a close-hauled course. During that time, Rules 10, 11, and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall keep clear

V. Section B of the Racing Rules of Sailing – GENERAL LIMITATIONS:

Rule 14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-a-way boat or one entitled to room:

- a. need not act to avoid contact until it is clear the other boat is not keeping clear or giving room, and
- b. shall not be penalized under this rule unless there is contact that causes damage.

Rule 15 ACQUIRING RIGHT OF WAY

When a boat acquires right-of-way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

Rule 16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.

16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite tacks, and the port-tack boat is keeping clear of the starboard-tack boat, the starboard-tack boat shall not change course if as a result the port-tack boat would immediately need to change course to continue keeping clear.

Rule 17 ON THE SAME TACK; PROPER COURSE

17.1 If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required to keep clear.

17.2 Except on a beat to windward, while a boat is less than two of her hull lengths from a leeward boat or a boat clear astern steering a course to leeward of her, she shall not sail below her proper course unless she gybes.

VI. Section C of the Racing Rules of Sailing – GENERAL LIMITATIONS:

Rule 18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

In Rule 18, room is room for an inside boat to round or pass between an outside boat and a mark or obstruction, including room to tack or gybe when either is a normal part of the maneuver.

18.1 When this rule applies:

- a. at a starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start until they have passed them, or
- b. between boats on opposite tacks, either on a beat to windward or when the proper course for one or both of them to round or pass the mark or obstruction is to tack.

18.2 Giving Room; Keeping Clear

- a. **Overlapped** – When boats are overlapped the outside boat shall give the inside boat room to round or pass the mark or obstruction, and if the inside boat has right of way the outside boat shall also keep clear.

- b. **Overlapped at the zone** – If the boats were overlapped before either of them reached the two length zone and the overlap is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat room. If the outside boat becomes clear astern or overlapped inside the other boat, she is not entitled to room and shall keep clear.
- c. **Not overlapped at the zone** – If a boat is clear ahead at the time she reaches the two-length zone, the boat clear astern shall thereafter keep clear. If the boat clear astern becomes overlapped outside the other boat she shall also give the inside boat room. If the boat clear astern becomes overlapped inside the other boat she is entitled to room. If the boat that was clear ahead passes head to wind, Rule 18.2 (c) no longer applies.
- d. **Changing course to round or pass** – When Rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a mark, Rule 16 does not apply between her and the other boat.
- e. **Overlap rights** – If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not. If the outside boat is unable to give room when an overlap begins, Rules 18.2(a) and 18.2 (b) do not apply.

18.3 Tacking at a Mark

If two boats were approaching a mark on opposite tacks and one of them completes a tack in the two-length zone when the other is fetching the mark, Rule 18.2 does not apply. The boat that tacked:

- a. shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark, and
- b. shall give room if the other boat becomes overlapped inside of her, in which case Rule 15 does not apply.

18.4 Gybing

When an inside overlapped right-of-way boat must gybe at a mark or obstruction to sail her proper course, until she gybes she shall sail no farther from the mark than needed to sail that course.

18.5 Passing a Continuing Obstruction

While boats are passing a continuing obstruction, Rules 18.2 (b) and (c) do not apply. A boat clear astern that obtains an inside overlap is entitled to room to pass between the other boat and the obstruction only if at the moment the overlap begins there is room to do so. If there is not, she is not entitled to room and shall keep clear.

Rule 19 ROOM TO TACK AT AN OBSTRUCTION

- 19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an obstruction and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail for room to do so. Before tacking, she shall give the hailed boat time to respond. The hailed boat:
 - a. shall tack as soon as possible, in which case the hailing boat shall also tack as ASAP.
 - b. shall immediately reply "YOU TACK" in which case the hailing boat shall tack as soon as possible and the hailed boat shall give room and Rules 10 and 13 do not apply.
- 19.1 Rule 19.1 does not apply at a starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start until they have passed them or at a mark that the hailed boat can fetch. When Rule 19.1 applies, Rule 18 does not.

Rule 20 Starting Errors; Penalty Turns; Moving Astern

A boat sailing towards the pre-start side of the starting line or its extensions after her starting signal to comply with Rule 29.1 or 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side. A boat making a penalty turn shall keep clear of one that is not. A boat moving astern by backing a sail shall keep clear of one that is not.

Rule 26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

FIVE-MINUTE STARTING SEQUENCE

<u>SIGNAL</u>	+	<u>ACTION</u>	=	<u>MEANING</u>
WARNING		Raise Class Flag with 1 sound		5:00 to start
PREPARATORY		Raise Prep Flag with 1 sound		4:00 to start
ONE-MINUTE		Lower Prep Flag with 1 long sound		1:00 to start
START		Lower Class Flag with 1 sound – GO!		0:00 to start



P Prep Fl



I Round the Ends Flag



Z 20% Flag



Black Flag



X Individual Recall Flag

Any of the above flags (other than the X Individual Recall flag) may be used as Prep Flags during the starting sequence.

Rule 29 STARTING; RECALLS

Rule 29.1 On the Course side at the start (OCS)

When at a boat's starting signal, any part of her hull, crew or equipment is on the course side of the starting line, she shall sail completely to the pre-start side of the line or comply with the appropriate Prep flag that was flown during the starting sequence.

Rule 29.2 Individual Recall

When at a boat's starting signal, she must comply with Rule 29.1 or 30.1, the committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre side start of the starting line or its extensions and have complied with Rule 30.1 if it applies, but no later than 4 minutes after the starting signal or one minute before any later starting signal, whichever is earlier.

Rule 29.3 General Recall

When at the starting signal, the race committee is unable to identify boats that are on the course side of the starting line or to which Rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

Rule 31 TOUCHING A MARK

- 31.1 While racing, a boat shall not touch a mark before starting or a finishing mark before finishing.
- 31.2 A boat that has broken Rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360° turn including one tack and one gybe. When a boat takes the penalty after touching a finishing mark, she shall sail completely to the course side of the line before finishing. However if a boat has gained a significant advantage in the race or series by touching the mark, she shall retire.

Rule 44 PENALTIES FOR BREAKING RULES OF PART 2

- 44.1 **Taking a penalty** – A boat that may have broken a rule of Part 2 while racing may take a penalty turn at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the scoring penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race by her breach she shall retire.
- 44.2 **720° Turns Penalty** – After getting well clear of other boats as soon after the incident as possible, a boat takes at 720° Turns Penalty by promptly making two complete 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes a penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

VII. DEFINITIONS

abandon – A race that a race committee or protest committee abandons is void, but may be resailed.

clear astern and clear ahead – One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern or when a boat between them overlaps both. These terms do not apply to boats on opposite tacks unless Rule 18 applies.

finish – A boat finishes when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the las mark, either for the first time or after taking a penalty under rule 31.2 or 44.2 or, under rule 28.1, after correcting an error made at the finishing line.

interested party – A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

keep clear – One boat keeps clear of another if the other can sail her course with no need to take avoiding action and when the boats are overlapped on the same tack, if the leeward boat can change course in both directions without immediately making contact with the windward boat.

layline- the most leeward course that a boat can sail and still fetch the mark. The direct line you can sail to a mark and round it without having to tack.

VII. DEFINITIONS (con't.)

leeward and windward – A boat's leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies. The other side is her windward side. When two boats on the same tack overlap, the one on the leeward side of the other is the leeward boat. The other is the windward boat.

mark – An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line and objects attached to a mark are not part of it.

obstruction – An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. A boat racing is not an obstruction to other boats unless they are required to keep clear of her, give her room or, if Rule 21 applies, avoid her.

overlap – see clear astern and clear ahead.

party – A party to a hearing: a protester; a protestee; a boat requesting redress; a boat or competitor that may be penalized under Rule 69.1; a race committee in a hearing under Rule 62.1(a).

postpone – A postponed race is delayed before its scheduled start but may be started or abandoned.

proper course – A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.

protest – An allegation made under Rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a rule.

racing – A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks, or retires, or until the race committee signals a general recall, postponement or abandonment.

start – A boat starts when after her starting signal, any part of her hull, crew or equipment first crosses the starting line and she has complied with Rule 29.1 and rule 30.1 if it applies.

tack—starboard or port—A boat is on the tack, starboard or port, corresponding to her windward side.

two-length zone – The area around a mark or obstruction within a distance of two hull lengths of the boat nearer to it.

windward – See leeward and windward.

Scoring Abbreviations:

DNC - Did not start; did not come to the starting line

DNS - Did not start; (other than DNC and OCS)

OCS - Did not start; on the course side of the starting line

ZFP - 20% penalty under rule 30.3

BFD - Disqualification under rule 30.3

SCP - Took a scoring penalty under rule 44.3

DNF - did not finish

RAF - retired after finishing

DSQ - disqualification

DNE - disqualification not excludable - rule 88.3

RDG - redress given



Windward - Leeward Course

Most races are 2 W-L (four legs). Upwind (1), downwind (2), upwind (3) with a downwind finish (4). Sometimes the RC will have racers finish at the Windward mark. You will generally see a "1 1/2" added to the course such as "2 1/2 W-L" when you finish at the windward mark.

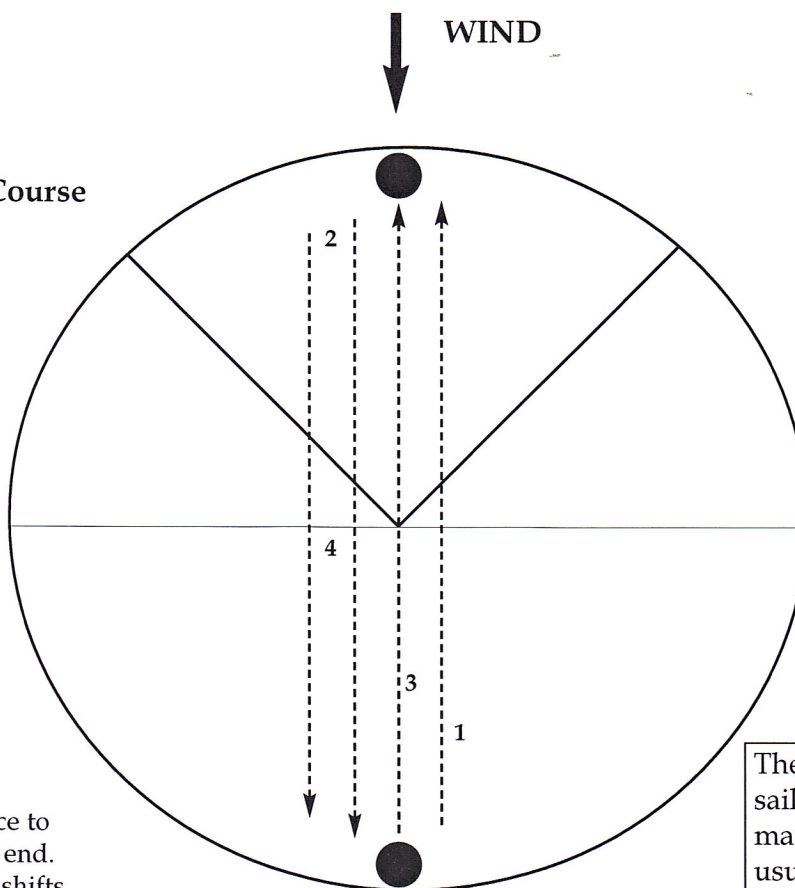
Keys early in a race:

1. Find clear air with space to leeward at the favored end.
2. Play the first two windshifts correctly and/or get to the favored side asap.
3. If you are not sure where to go, look at other boats to see who is gaining or being lifted and where they are heading.

Olympic Course Triangle - Windward - Leeward - Windward

No longer as popular as the Windward - Leeward course, an official Olympic Course is six legs (Triangle (3), windward (4), leeward (5) with a windward finish (6)).

Often modified to five legs with a downwind finish, especially if there is more than one race to keep boats closer together at the start.



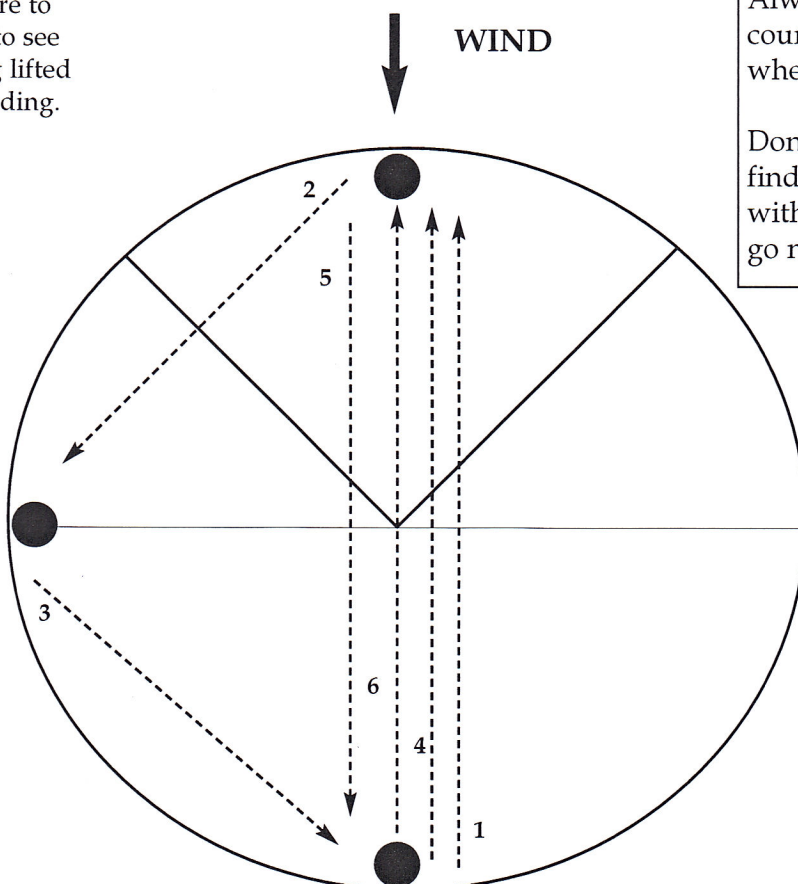
Get to the race course as early as possible to determine the characteristics of the wind.

Write down or mentally keep track of the timing of the wind shifts to help you decide the favored end at the start and the favored side of the first windward leg.

The race course to be sailed and the windward mark compass heading is usually posted on the Race Committee Boat.

Always know what course is to be sailed and where the next mark is.

Don't be that boat that finds itself in first place with no idea of where to go next!



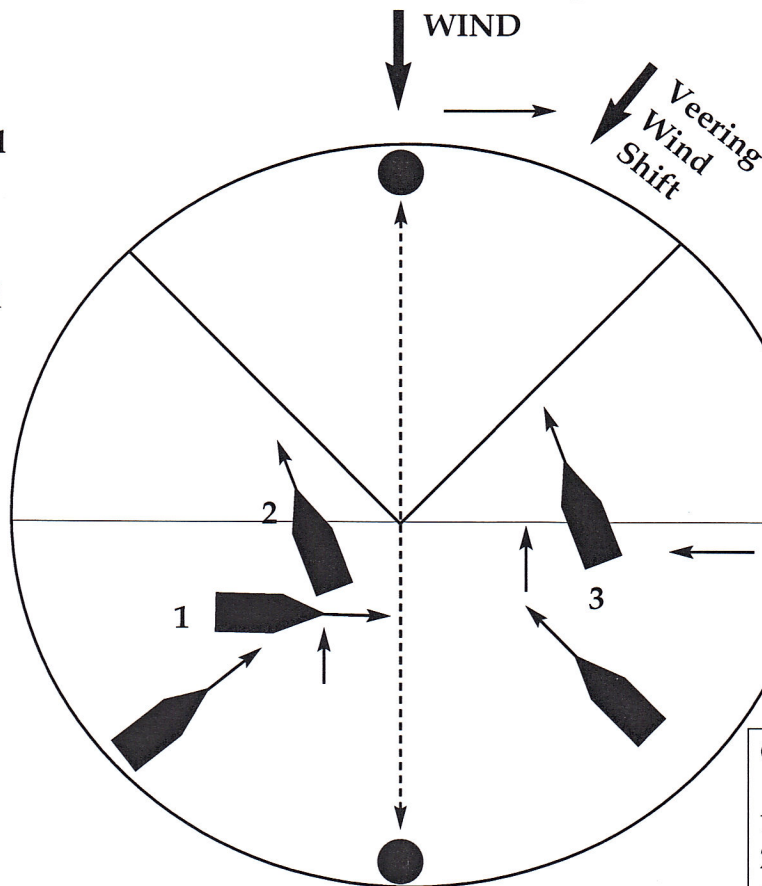
Reach along the starting line while sighting the windward mark to help determine the favored end.

Also, sail close-hauled at both ends of the starting line while sighting the windward mark to help determine the favored end of the line.

**Wind Shifts -
Veering Shift: a wind
shift to the right.**

A veering shift is also
a Starboard Lifter and
Port Header.

Port Tack boat must
adjust to Veering
wind shift by falling
off ¹ or tacking ².



Head up on
Lifts ³.
The starboard
boat is in good
position to
head up and
make gains to
windward.

General Rules of Thumb:

1. Head up on lifters.
2. Tack on headers (unless there are compelling reasons to get to the right side or you are very close to a mark).

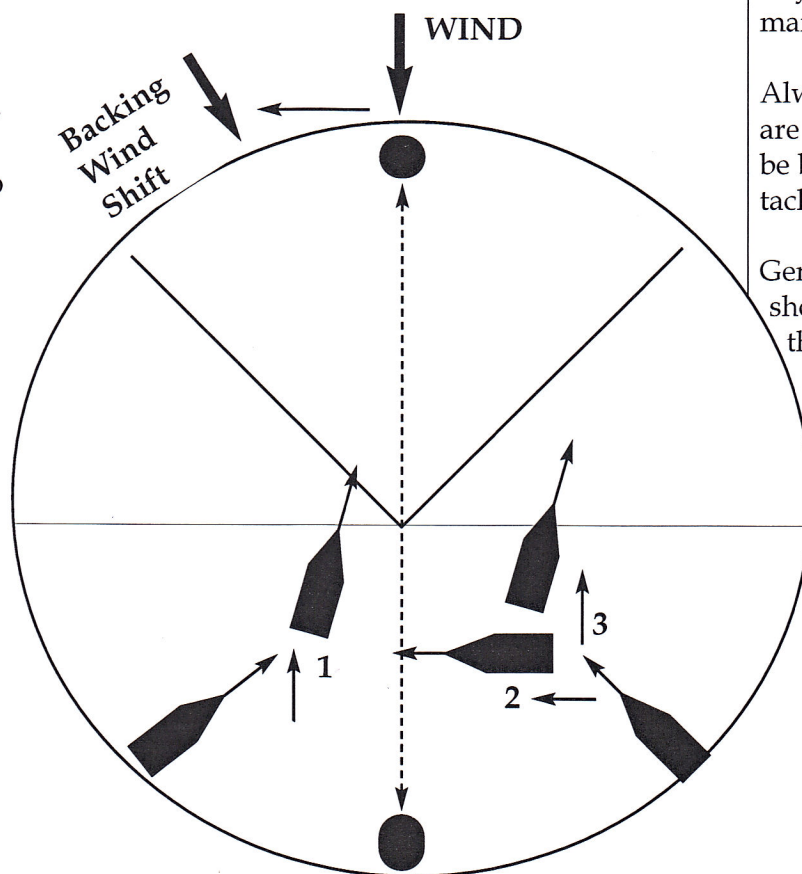
Always know where you are and where you want to be before you decide to tack on a header!

Generally, winds off the shore tend to shift more than wind off the lake.

**Wind Shifts -
Backing Shift: a
wind shift to the left.**

A backing shift is also
a Port Lifter and
Starboard Header

Head up
on Lifts ¹

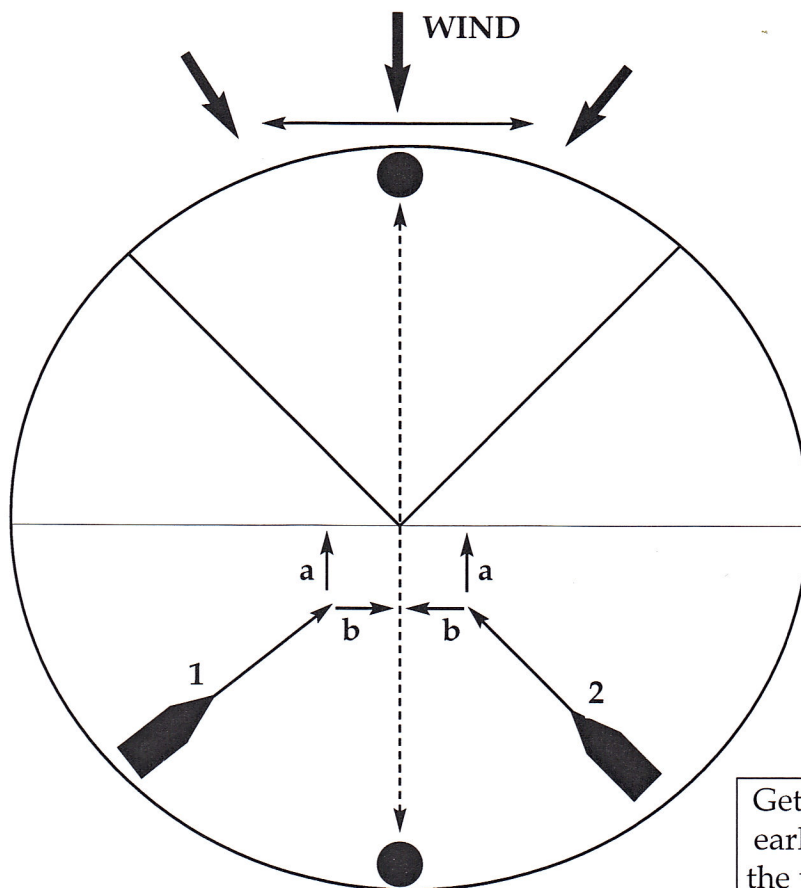


Starboard Tack
boat must adjust to
Backing wind shift
by falling off ² or
tacking ³.

**Wind Shifts -
Oscillating Shift:** a
consistent back and
forth veering and
backing winds.

Time the shifts and
get to the favored
side of the course to
get lifted.

1 is in good position
for a backing shift ^a
and poor position
for a veering shift ^b.



2 is in good position
for a veering shift ^a
and poor position
for a backing shift ^b.

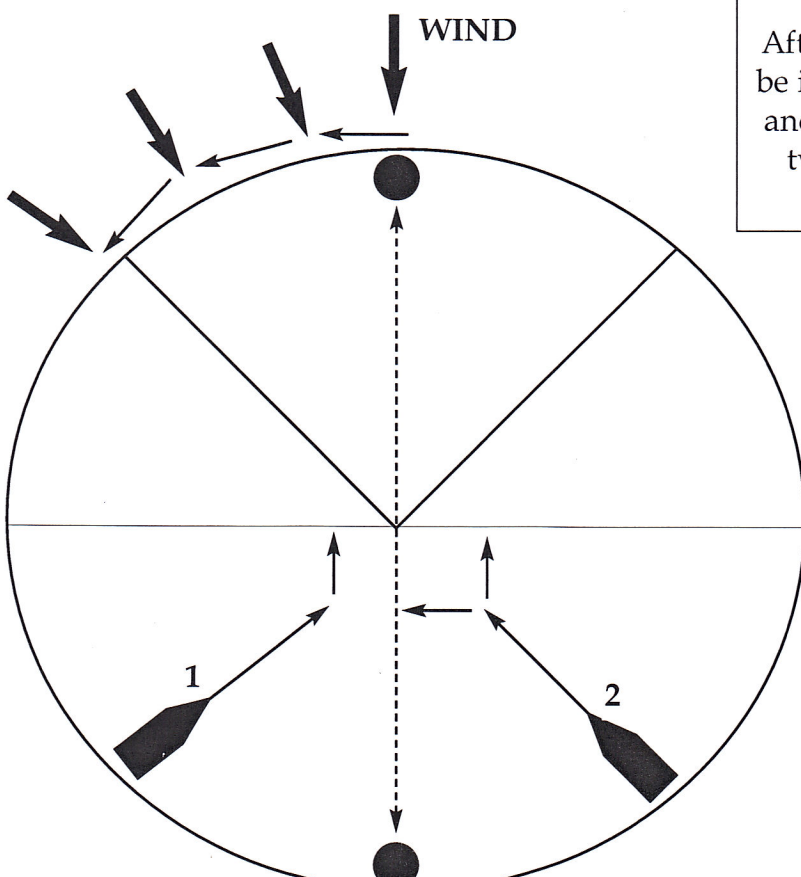
Get to the race course
early to get a sense of
the wind and how it is
shifting. Talk it over
with your crew!

After the start, try to
be in position to read
and react to the first
two shifts off the
starting line!

**Wind Shifts -
Persistent Shift:** a
Consistent backing
shift (or veering
shift) that continues
moving in that
direction.

Try to get to the
favored side of the
persistent shift.

1 is in position for
better velocity made
good (upwind) than
2 by simply heading
up in this Persistent
Backing Shift.



2 will have to fall
off to get to the left
side or tack early
to take advantage
of the Persistent
Backing Shift.

In a Persistent
Veering Shift (to
the right), the star-
board boat (2)
would have the
advantage.