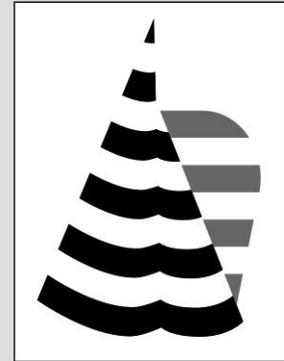


Milwaukee Community Sailing Center



Promoting sailing and making Lake Michigan available to everyone

2022 Racing Handbook



Introduction and Opportunity

While MCSC is a teaching and is not a “racing” organization per se, sailboat racing can be a terrific way to learn more about boats, handling, trim and teamwork, in a fun and sporting format. So MCSCs members enjoy a wide variety of sailboat racing opportunities.

MCSC Organized:

MCSC organizes and supports three types of racing activities:

- 1.) MCSC Enrichment Racing is low key, inclusive, and instructional: a way to get more time on the water, meet other members and learn new skills. We work to pair experienced sailors with people who have less experience.
- 2.) MCSC Regattas are special events mix MCSC boats and crew with privately-owned boats and their crew. Trophies are awarded for each regatta and every event is governed by its own sailing instructions.
- 3.) One design racing mixing MCSC J-24s and crew with privately-owned J-24s and their crew.

	Enrichment Sunday Racing	MCSC Regattas	J-24 Fleet Racing (Thursday Evenings)
Description	Instructional racing for members only on MCSC boats	Special events that mix MCSC boats and crew with privately-owned boats and their crew	One design racing mixing MCSC J-24s and crew with privately-owned J-24 and their crew
Schedule	Every Sunday morning during the sailing season	Four regattas, see schedule online	Every Thursday Evening from June 2nd to August 25.
Boats	MCSC Boats Only	MCSC and Visiting Boats (PHRF, Solings, J-24)	J-24s from the MSCS and private fleets
Skipper	MCSC Racing Certified Skipper on each boat	MCSC Racing Certified Skipper on each MCSC boat	MCSC Racing Skipper with J-24 certificate on each boat
Crew	MCSC members, with and without rating	MCSC members and guests	MCSC members with and without rating on MCSC boats
Fees	Current enrichment membership for all participants	\$20 per boat entry	\$150 per boat entry accepts for MCSC members with full MCSC crews
Instructions	See programs and website	Notice of Race (NOR) and Sailing Instructions issued for each regatta	NOR and SIs available from MCSC
Scoring	Informal – participants can choose to keep score or not	Regattas are scored and prizes may be awarded per the instructions	Season scoring kept by MCSC Race Committee
Protests	None	See sailing instructions	See sailing instructions

How to Use This Manual

Most MCSC racing happens aboard MCSC boats that are the critical physical assets also used in our learn-to-sail, boat rides and open sail programs. Therefore, this manual will lay out two sets of objectives – (1) the care of shared boats and (2) rules of the game.

That said, care of the fleet and a fun racing experience are not mutually exclusive: safe, fair sailing is both the least destructive and the most rewarding.

Therefore, this manual is organized in three sections: **Requirements of the Racers, Incidents and Consequences**, and the **Rules of the Game**. It is designed help you to understand your roles and responsibilities, your relationship to MCSC, your fellow racers, the boat you are sailing, and how to play the game fairly. Questions, should you have them, can be directed at any time, to nick@sailingcenter.org or at 414-277-9094.

Requirements of the Racers

Race Skippers

- An MCSC Racing Skipper is a person who has passed the certification process for the MCSC Race Skipper certification.
- Racing Skippers have at least a Medium Air rating for one year or longer though the “one year or longer” requirement may be waived if they have at least three positive evaluations from other racing skippers.
- Racing Skippers will have paid their seasonal Enrichment fee.
- Racing Skippers must have demonstrated proficiency in the knowledge of basic boat handling, racing rules, and the MCSC Racing Manual by passing a written exam with an 80% score or higher. Contact the Program Director for a copy of that exam (nick@sailingcenter.org).
- Racing Skippers are encouraged to attend one or more of the practical racing clinics, when offered.

On the Day of a Race

- An MCSC Race Skipper certification is required for anyone who wishes to check out a boat for Sunday Enrichment (Racing) and any MCSC regatta.
- Every boat must have a Race Skipper onboard during all races who is appropriately rated for the conditions of the day. For example, a Medium Air Racing Skipper will not be allowed to check out a boat on a Heavy Air racing day, and a Light-Air J-24 skipper can only check out a J-24 on a Light-Air day.
- Race Skippers are responsible for the welfare of the crew, boat, and equipment while underway and will be held accountable for any failure to abide by the rules and values established.
- Race Skippers are responsible for knowing and complying with the racing rules.
- Race Skippers will be accountable for any accidents or damage incurred while participating.
- Everyone will avoid contact and accidents and will sail responsibly.
- Race Skippers are **encouraged to share helm-time** provided conditions allow and safety is assured. When there are questions about crew confidence or skill levels or conditions change, the Race Skipper is responsible to ensure safe return.

Incidents and Consequences

AVOID COLLISION!

Be aware that ALL boats are required to avoid collision and nothing in this manual precludes this rule. To do this:

- Always maintain a proper lookout
- If collision appears imminent, hail for rights to be sure the burdened vessel is aware of the situation.
- If it becomes evident that collision is still imminent, you must take evasive action to avoid the collision.
- Once you are clear (and absent an actual collision), hail the burdened vessel to make them aware of the infraction. In the spirit of fun and friendly racing, the burdened vessel should take a penalty in the form of one 360-degree circle sailed out of the way of other boats.
- If a collision happens, racing may be stopped (at the discretion of the Race Committee) and an incident report must be filed at the dock.

Incidents may include, but are not limited to, injury, damage, misuse of equipment, harassment or bullying and are generally understood as events or circumstances that fall outside of MCSC's "Character Code", which states that all students, volunteers, members and employees will value Kindness, Fairness and Respect for others.

All incidents should be reported. Anyone involved in racing can and should report an incident to MCSC Staff and the Race Committee.

Emotions can run high while racing, so yelling and colorful language are not usually considered to be worthy of an incident report, but it is a good idea to avoid both and apologize when appropriate. If a report seems warranted by any party, one should be filed.

- Depending on severity and context, a reported incident may result in an official, written warning to the person at the helm and the Race Skipper.
 - A pattern of incidents may result in the loss of the Race Skipper Certification for a minimum of 2 race weekends.
- Serious incidents like collision or unsafe sailing may result in the loss of the Race Skipper Certification, requiring the skipper to be recertified.

- Any collision on the racecourse may result in the end of the race for all boats to allow the Race Committee to review the incident. At the discretion of the Race Committee, racing may be halted for the day, and boats will return to the MCSC docks immediately.
- **An incident is different than a foul. A foul is a broken racing rule, as defined below.**

Rules of the Game

The rules of sailboat racing are designed to (1) offer a safe environment for the game and (2) create guidelines on which to judge fair play. Unlike other sports, there are no out-of-bounds lines on the floor or umpires to call fouls in sailing. The rules are self-enforced by the sailors and administered within the fleet. If you break a rule, it is your job to make it right. That said, all MCSC racing is supported by a Race Committee (RC) – boats, volunteers, and staff – who monitor the event, set the racecourse, signal the competitors, start and finish the race, and address rules violations and on-water issues if they occur.

Sailboat racing rules published by US Sailing are comprehensive: written to cover all potential situations and conditions and can therefore seem complex. While it is good to read US Sailing's rules, you need not know every US Sailing rule to begin racing at MCSC. Instead, every MCSC Race Skipper and crew (and regatta guests) should study this manual.

MCSC rules supersede, where applicable, US Sailing rules, but do not replace them. US Sailing rules will apply when MCSC rules do not cover a situation.

To obtain a copy of US Sailing's current rules, visit <https://shop.ussailing.org/racing/racing-rules/>. We have a few copies of the "Sailor's Guide to the Racing Rules, 2021-2024 available to borrow, read and return. Email nick@sailingcenter.org if you are interested.

Sportsmanship, fair sailing, and misconduct

A fundamental principle of sportsmanship is that when you break a rule, you will promptly take a penalty. You must play fairly.

Help those in danger

You must give all help to any person or vessel in danger, unless doing so puts additional people at risk. Failure to assist a vessel or person in need will result in immediate forfeiture of certifications.

Decision to Race

If you feel conditions have become unsafe for you to start or continue racing, you must take action to keep yourself and your crew safe and return to the docks. Do not wait for the people running the race to call it off.

Basic Racing Rules

The following rules describe basic right-of-way situations on a racecourse and what to do if a foul occurs on the racecourse. By participating in these races, 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.

Terms and Definitions

Collision – Any physical contact between boats. This includes sails, rigging, spars, rub rails, poles and sprits. No parts of two different boats should touch.

Foul – A racing rule infringed.

Keeping 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, if the right-of-way boat can also change course in both directions without immediately making contact.

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.

Mark – Any object that you are required to pass on a certain side. Touching a mark is a foul that can be cleared by taking a penalty.

Mark-room – When two boats round a mark, one is entitled to mark-room and the other must give it. This is determined by the boat positions at the moment one enters the zone. (See rules 18.1 and 18.2)

Overlap – When two boats are alongside each other, even if and including when the bow of one boat “overlaps” the stern of another, when looking abeam or “perpendicular” to the boat.

Penalty - When a boat breaks a right of way rule she should take a penalty, which is to make one complete turn including a tack and a jibe, while remaining clear of other boats (this is different than the current US Sailing rules, which require two turns for most right-of-way infringements.)

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

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.

Right-of-way – When one boat has the right-of-way, the other boat must keep clear. If this other boat does not keep clear, the infringing boat shall take a penalty.

Room – The space a boat needs in the existing wind and sea conditions, while maneuvering promptly in a seamanlike way.

Zone – The area around a mark within three hull lengths of a racing boat.

Key Rules to Know (there are others)

Rule 10: Opposite tacks. A boat on port tack must keep clear of a boat on starboard tack.

Rule 11: Same tack and overlapped. A windward boat must keep clear of a leeward boat.

Rule 12: Same tack and not overlapped. A boat clear astern must keep clear of a boat clear ahead.

Rule 13: When a boat is tacking. After a boat passed head to wind, she shall keep clear of other boats until she is on a close-hauled course.

Rule 14: Avoiding contact. Every boat must avoid hitting other boats whenever that is reasonably possible. This applies both to boats that must keep clear and to right-of-way boats.

Rule 15: When the right-of-way changes hands. When a boat suddenly gains the right-of-way, she must initially give the other boat room to clear.

Rule 16: Changing course. Whenever a right-of-way boat changes her course, she must give the other boat room to keep clear.

Rule 17: On the same tack, proper course. When a boat gets a leeward overlap from clear astern and within two hull lengths of another boat, she must not sail above her proper course while the boats remain overlapped on the same tack and within that distance.

Rule 18.1. Mark room does not apply when boats are on opposite tacks near a windward mark or are approaching a starting mark to start.

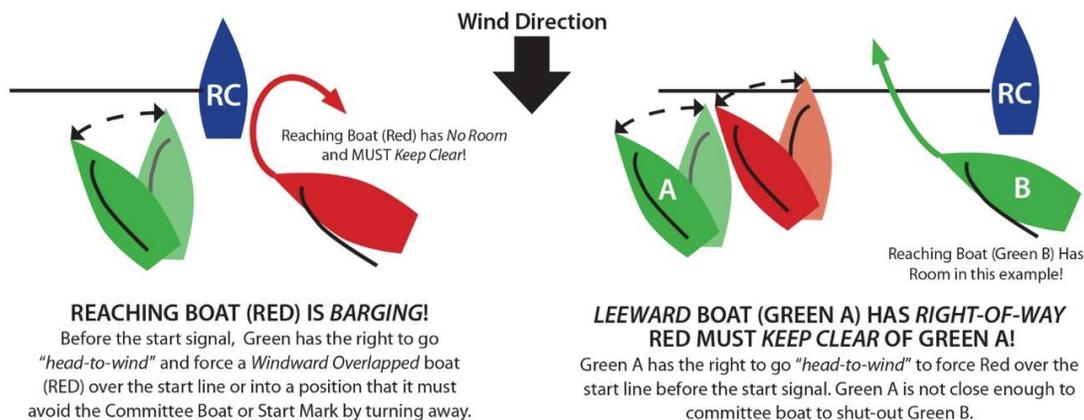
Rule 18.2 (a,b,) If boats are overlapped when the first one reaches the 3-boat length zone at a leeward mark the outside boat at that moment must give room to the inside boat. If a boat is clear ahead when the first one reaches the 3-boat length zone at a leeward mark, the boat clear astern at that moment must give room.

Section C Preamble: No Barging at Start.

No Barging at Start

A Leeward boat has *Right-of-Way* at the start and is allowed to sail above her *Proper Course* to shut-out any boat heading into the start before the start signal. After the start signal, the *Leeward* boat must assume her proper course.

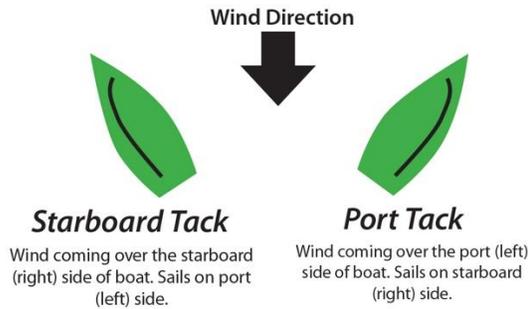
Basically, any boat to leeward that you can potentially hit should be considered a brick wall.



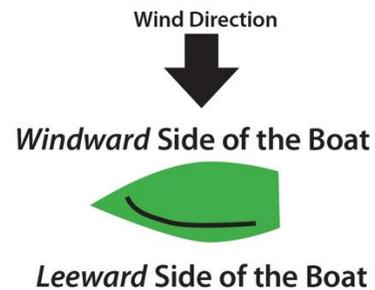
There are additional rules governing tacking near a mark, jibing at a mark, and passing obstructions in the US Sailing 2021-24 Racing Rules.

BASIC TERMS

Starboard Tack vs Port Tack



Windward vs Leeward



Right-of-Way

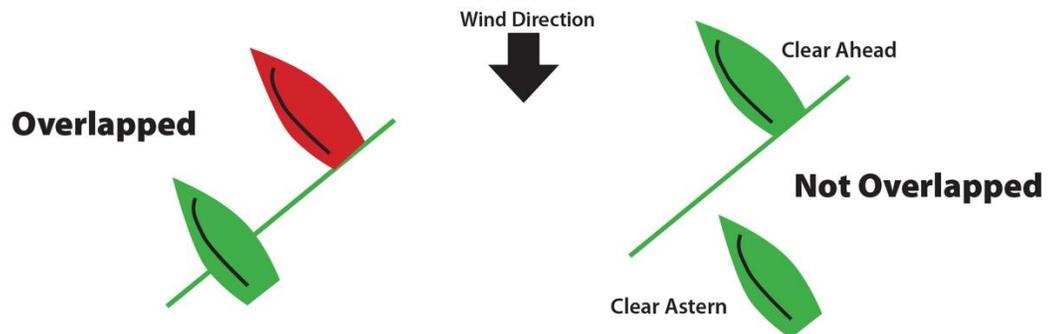
When one boat has the *Right-of-Way*, the other boats is required to *Keep Clear*.



Avoiding Collisions - All boats are required by rule to avoid a collision if possible!
Right-of-Way is no excuse to cause a collision.

Overlapped Boats

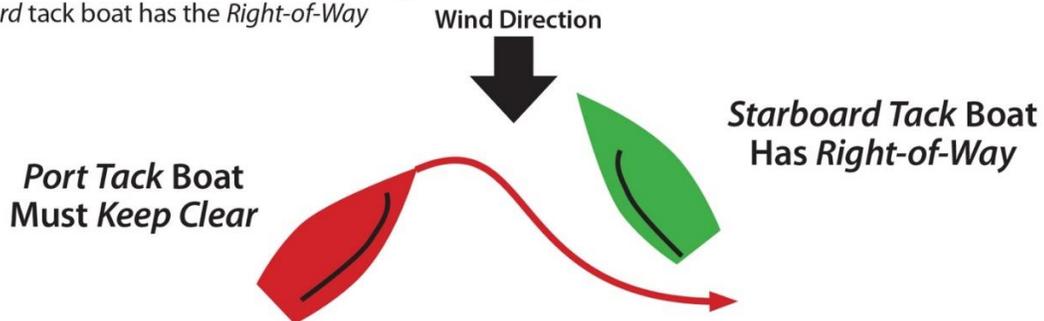
A boat *Overlapped* to *Leeward* has *Right-of-Way*. Overlaps are established from the transom.



BASIC RIGHT-OF-WAY SITUATIONS

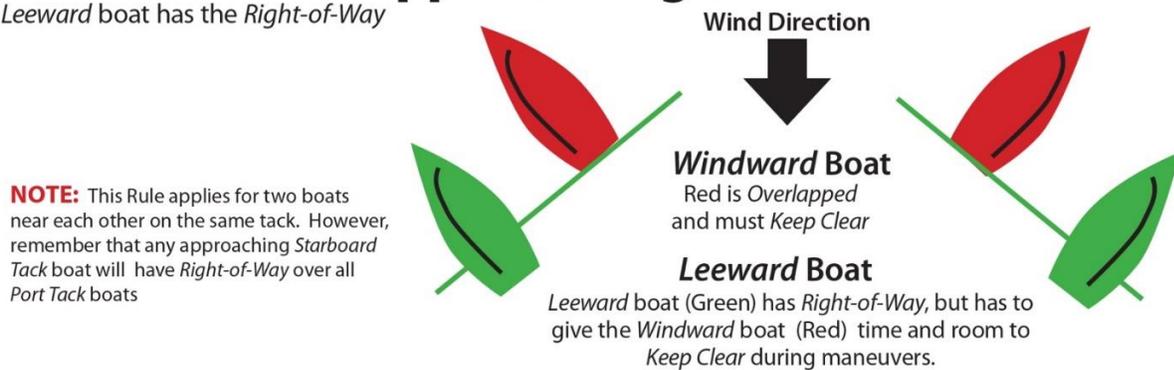
Two Boats Converging on Opposite Tacks

A Starboard tack boat has the *Right-of-Way*



Two Boats Overlapped Sailing On the Same Tack

Leeward boat has the *Right-of-Way*

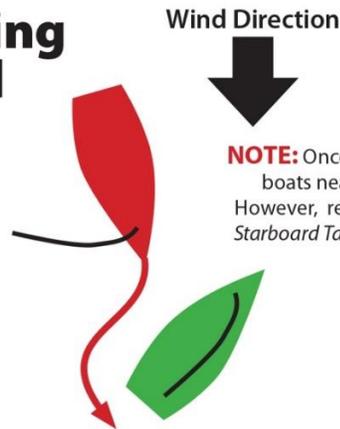


BASIC RIGHT-OF-WAY SITUATIONS

Same Tack Boats Converging on Different Points-of-Sail

Leeward Boat has Right-of-Way

In this example, both boats are on *Port Tack*. As they converge, the *windward* boat (Red), which is sailing downwind, has to *Keep Clear* of the *leeward* boat (Green).

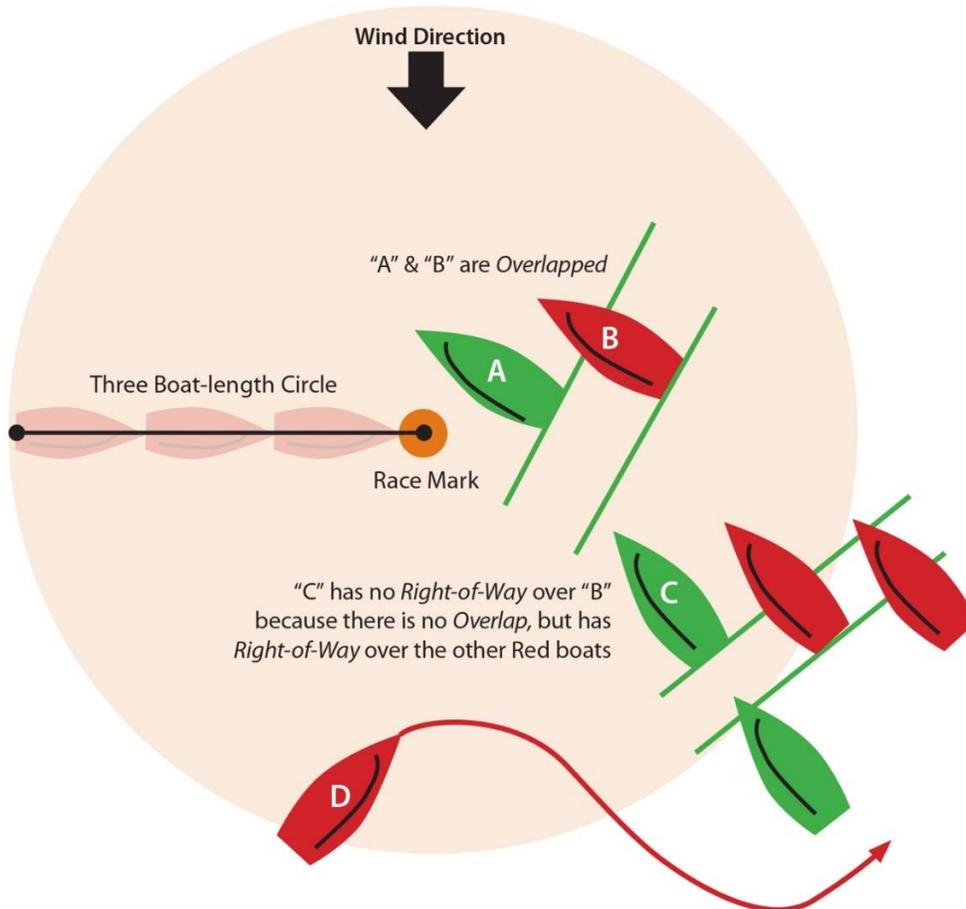


NOTE: Once again this rule applies for two boats near each other on the same tack. However, remember that any approaching *Starboard Tack* boat will have *Right-of-Way* over all *Port Tack* boats.

Boats Converging at Mark

An *Inside* and *Overlapped* boat (Green A) within three boat-lengths of the mark has the *Right-of-Way*. In general, any *Overlapped* outside boat (Red B) must *Keep Clear* and give room to any boat between them and the mark.

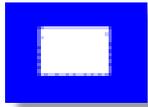
A boat coming into the mark on *Port Tack* (Red D) must be able to complete its tack without obstructing the progress of an incoming *Starboard Tack* boat. If a *Starboard Tack* boat has to adjust course, you fouled them.



Starting and Recalls

A starting sequence is a series of signals including time intervals that remain before a starting signal, which is when the race begins. MCSC uses a five-minute starting sequence, with the following signals:

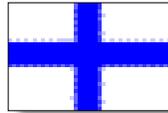
<u>SIGNAL</u>	+	<u>ACTION</u>	=	<u>MEANING</u>
WARNING		Raise Class Flag with 1 sound		5:00 to start
PREPARATORY		Raise Prep Flag with 1 sound		4:00 to start
ONE-MINUTE		Lower Prep Flag with 1 long sound		1:00 to start
START		Lower Class Flag with 1 sound – GO!		0:00 to start



Prep Flag



General Recall



Individual Recall



Boat Disqualified

Do Not Be Over-Early

At the starting signal, a boat must be on the pre-start side of the starting line. This means that no part of the hull will have crossed the starting line before the Start signal. The RC will signal that a boat is over early by sounding a two-blast horn soon after the start. Any boat that was over the line before the Start Signal, must return and start correctly by going around either the RC or the pin, keeping clear of boats that have started.

Sailing the Course

A boat must start and then pass each mark on the required side in the correct order, and then finish, so that a string representing your boat's track after starting and until finishing would, when drawn taut, lie on the required side of each mark without touching the rounding marks. You may correct any errors to comply with this rule, provided you have not already finished. In other words, if the boat or a person touches a mark while rounding it, that boat should take a penalty. If a boat rounds a mark in a direction other than the direction required, the boat can re-round the mark correctly.

What you may learn while racing

MCSC is a community of curious sailors who enjoy learning and teaching all aspects of sailing. While racing at MCSC, you will experience and learn all of the following:

Safety	Racing Skills	Boat Handling	Sportsmanship
<ul style="list-style-type: none"> ✓ Follow program and harbor rules ✓ Be prepared for conditions ✓ Be safety conscious ✓ Avoid collisions ✓ Know Safety Position ✓ Know Crew Overboard procedures 	<ul style="list-style-type: none"> ✓ Avoid contact ✓ Sailing in a Crowd ✓ Starting Sequence ✓ Rig Tuning ✓ Sail Selection ✓ Upwind Sail Trim ✓ Downwind Sail Trim ✓ Spinnaker Sail Trim ✓ Sail courses <ul style="list-style-type: none"> • Triangle • modified triangle • modified Olympic • windward/leeward • offset marks ✓ Apply racing tactics to Start <ul style="list-style-type: none"> • mechanics • favored end • line sight • strategies & tactics • timing ✓ Round a mark <ul style="list-style-type: none"> • the mechanics of it • wide and tight • tactics • advanced • applications of Rule 18 ✓ Finish <ul style="list-style-type: none"> • dueling tactics • sportsmanship in finishing ✓ Use all racing rules competently ✓ Deal with protests and arbitration <ul style="list-style-type: none"> • knowing the rules • knowing who to ask • sportsmanship and hearing 	<ul style="list-style-type: none"> ✓ Leave the dock ✓ Return to the dock ✓ Rig and de-rig properly ✓ Steer responsibly on a tow ✓ Problem-Solving ✓ Take care of the boat <ul style="list-style-type: none"> • proper and neat stowing and securing • minor repairs ✓ Understand sportsmanship in racing <ul style="list-style-type: none"> • responsibility • fair sailing ✓ Assess wind on a course ✓ Act on puffs and lulls ✓ Adjust sail controls for different legs ✓ Adjust weight for speed ✓ Find clear air ✓ React to wind shifts <ul style="list-style-type: none"> • tack on headers • stay on lifts ✓ Sail through puffs and lulls <ul style="list-style-type: none"> • spotting them • reacting to them ✓ Sail through wind shifts <ul style="list-style-type: none"> • recognizing them • headers • lifts 	<ul style="list-style-type: none"> ✓ Respect others ✓ Respect Teammate ✓ Respect Race Committee ✓ Respect equipment ✓ View sailing as a team sport ✓ Work in a team during rigging and activities ✓ Anticipate feedback (positive critiques)