

Fort Myers Sailing Club (FMSC)

Notice of Race and General Sailing Instructions

1 Rules Races will be governed by the 2009-2012 version of The Racing Rules of Sailing, including current U.S. Sailing prescriptions. The International Sailing Federation's (ISAF) Offshore Racing Council's (ORC) Special Regulations concerning equipment to be aboard yachts while racing will apply to the extent provided in Sailing Instruction 19, Equipment.

2 Entries FMSC races are open to boats owned or chartered by current FMSC members. Current FMSC members are those individuals who have completed and signed the FMSC membership application, paid the appropriate membership fee and whose application has been accepted by the FMSC board of directors. FMSC Races are also open to boats owned or chartered by non-current FMSC members that have completed and signed the FMSC racing entry and paid the appropriate fee. Boats not properly registered with all fees paid prior to the second race day of a series will not be scored for that series, or races within that series.

3 Notices to Competitors The Official Notice Board for FMSC Races is located on the FMSC web site (www.fortmyerssailingclub.com).

4 Changes to Sailing Instructions

Any change to the General Sailing Instructions will be posted on the FMSC website (www.fortmyerssailingclub.com) before 0001(12:01 AM) Eastern Time on the day it will take effect, except that any change to the schedule of races will be posted by 2000 (8:00 PM) on the day before it will take effect.

5 Fleet Organization (RESERVED)

6 Identification

A boat shall display its sail number or other distinct identification on mainsails, overlapping headsails, spinnakers (rule 77) or other readily seen parts of the boat, including its hull. While racing, each boat shall display the appropriate colored streamer or section flag identifying its racing class when required by the specific notice of race (NOR).

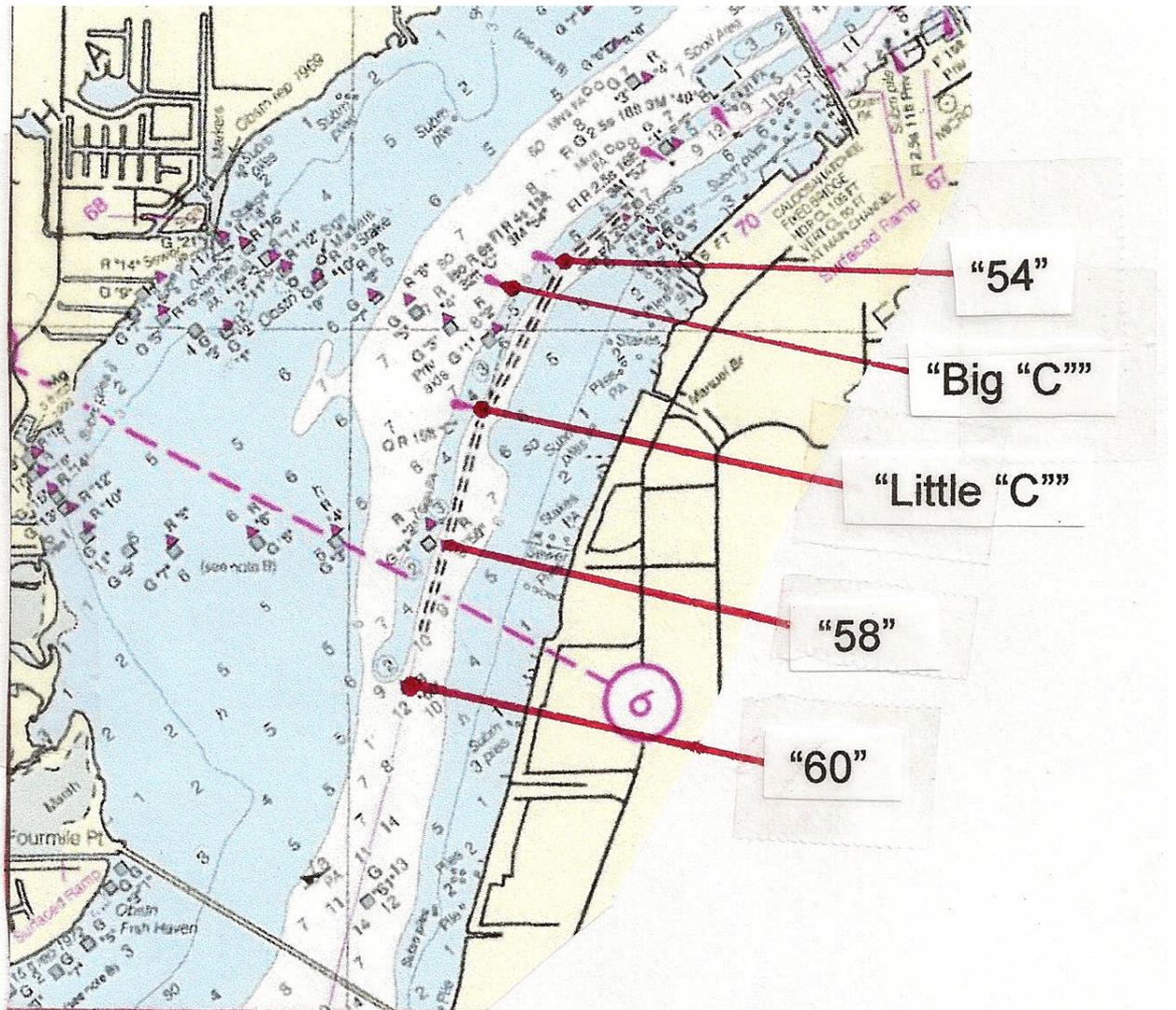
7 Schedule

The Schedule of FMSC races is incorporated into this document by reference and is hereby made part of these Sailing Instructions. All boats will start as a single section. The warning flag for the first start will be at 1055. The Race Committee may offer a sound signal of five short blasts of the horn approximately five minutes before the first warning flag. However, this is not a requirement or part of the official starting sequence and only offered as a courtesy to the racers. When more than one race will be held on the

same day, the warning signal for each succeeding race will be made as soon as practicable after conclusion of the previous race.

8 Racing Area

The general Racing Area is between the Mid-Point Bridge and the US 41 Bridge on the Caloosahatchee River and is shown in the following Chart. This chart should NOT be used for navigational purposes. Use NOAA chart #11427 and/or additional relevant NOAA charts for navigation.



9 Marks

Selected government marks used by the Fort Myers Sailing Club in the Caloosahatchee River.

Fixed Marks

<u>Name</u>	<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
"61"	Green Daymark	26-36.312N	081-53.953W
"60"	Red Daymark	26-36.960N	081-53.819W
"58"	Red Daymark	26-37.374N	081-53.695W
"Little "C""	Range Marker	26-37.768N	081-53.568W
"Big "C""	Range Tower	26-38.118N	081-53.470W
"54"	Red Daymark	26-38.195N	081-53.316W

Distances and Directions Between Fixed Marks

<u>From / To</u>	<u>Distance</u>	<u>Heading</u>
"61" to "60"	0.66nm	10°
"60" to "58"	0.42nm	14°
"58" to "Little "C""	0.43nm	15°
"Little "C"" to "Big "C""	0.35nm	21°
"Big "C"" to "54"	0.15nm	79°
"61" to "Big "C""	1.86nm	13°
"60" to "Big "C""	1.20nm	15°
"58" to "Big "C""	0.77nm	15°

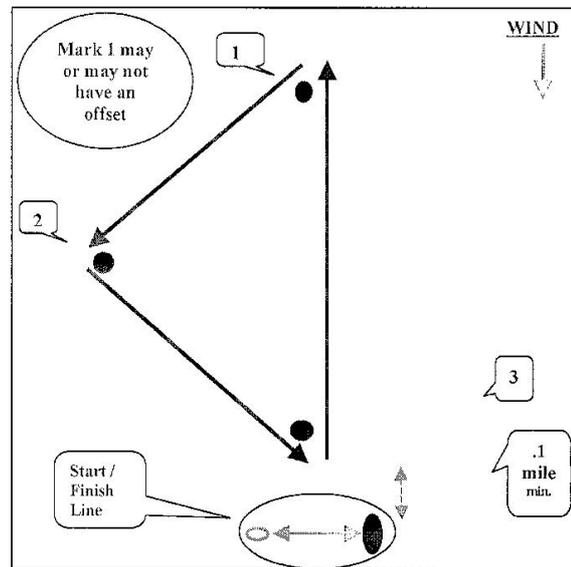
These headings and distances are for reference only. The Chart and Tables provide general information only and are not to be used for navigational purposes. No warranty or claim of any type is made regarding the accuracy of the information portrayed.

Inflatable marks may be used at the discretion of the race committee.

10 Courses.

Buoy Race Course Designations

<u>COURSE</u>	<u>SAIL LEG DESCRIPTIONS</u>
A	START - 1 - 2 - FINISH
B	START - 1 - 2 - 3 - FINISH (UPWIND)
C	START - 1 - 2 - 3 - 1 - FINISH
D	START - 1 - 3 - 1 - 2 - 3 - FINISH (UPWIND)
E	START - 1 - 3 - 1 - 2 - 3 - 1 - FINISH
F	START - 1 - FINISH
G	START - 1 - 3 - 1 - FINISH
H	START - 1 - 3 - 1 - 3 - FINISH (UPWIND)
I	START - 1 - 3 - 1 - 3 - 1 - FINISH
J	START - 1 - 2 - 3 - 1 - 2 - FINISH



10.1 Courses for Caloosahatchee Buoy Races

Buoy races in the Caloosahatchee River will use the Government Marks as well as inflatable marks at the discretion of the race committee. The course diagrams provide examples of the course types. The committee boat may be located at either end of the start/finish line. The leeward mark ("3") may or may not be separate from the starting pin. In the absence of the leeward mark, the starting pin shall be considered the leeward mark ("3").

10.2 (Reserved)

10.3 (Reserved)

10.4 Course Signals

No later than the warning signal, the race committee signal boat will display the alphanumeric characters designating the course on its stern.

10.5 Course Changes

Neither the course nor the positions of marks will be changed after the preparatory signal. This changes Rule 33. The course may be shortened in accordance with Rule 32. When a race has been shortened at a rounding / finish mark, boats shall pass between that mark and the "S" flag on the Race Committee in the direction from the previous mark to the new finishing mark. The race committee will attempt to notify competitors by way of a general radio announcement on VHF channel 72, flying the "S" flag, and signaling all competitors approaching the new finish line with two short blasts of its horn.

10.6 Missing Marks

If a competitor observes that a mark of the course is missing during a race, the competitor shall notify the race committee by VHF channel 72 as soon as possible. Upon receiving such notification the race committee may request other competitor(s) to confirm that a mark of the course is missing (Example: "Fort Myers Sailing Club Fleet, Boat X reports that mark Y is missing. Can any other competitors confirm this report?"). Upon receiving confirmation, the race committee shall abandon the race, making the required visual and sound signals (Code flag N with 3 sound signals if the race will be re-sailed; code flag N over A with 3 sound signals if the race is abandoned and will not be re-sailed. Note, the RC can replace code flag N with N over A if it decides later not to re-sail the race.) This changes Rule 32.1(d). The race committee also should make a courtesy broadcast notifying competitors that the race has been abandoned.

10.7 Re-sailing Abandoned Races

If a race is abandoned (Code flag N), competitors shall return to the starting area to await further instructions from the race committee. The race committee should endeavor to re-sail abandoned races as soon as practical. Any abandoned race not re-sailed on the day it was originally scheduled is cancelled.

11 The Start

Races will be started by using rule 26 as follows:

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

Signal	Flag and Sound	Minutes before Starting Signal
Warning	Section flag; one sound	5
Preparatory	P, I, Z, Z with I, or black flag; one sound	4
One-Minute	Preparatory flag removed; 1 long sound	1
Starting	Section flag removed; 1 sound	0

The warning signal of each succeeding section shall be made with or after the starting signal of the preceding section.

The starting line will be between the RC flag on the race committee signal boat and the starting mark. Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as extending one half the length of the starting line in all directions from the starting line.

11.1 Starting Additional Races on Multiple Race Days

When it is the intention of the Race Committee to run an additional race on a given day, the RC will signal its intention to run another race that day by making a radio announcement on channel 72 at the finish of the previous race.

After finishing, competitors shall stay clear of the Finishing Line and observe the starting area boundaries.

12 The Finish

The finishing line will be between the RC flag on the race committee signal boat and the finishing mark.

13 Penalty System

The Two-Turns Penalty, rule 44.2, will apply except that a one-turn penalty will apply for breaking rule 31, touching a mark. When taking the one-turn penalty, the boat is not obligated to re-round the mark.

14 Time Limits

The time limit for each section of all races shall be 30 minutes after the first boat in that section finishes. Boats failing to finish within the time limit will be scored "DNF" (Did Not Finish) without a hearing. This changes rules 35, 63.1, A4 and A5.

15 Protests and Requests for Redress

Rules concerning protests, redress, and related matters, are in Part 5 of the Racing Rules of Sailing. A boat protesting another boat is reminded of the requirements of Rule 61- especially the requirements for informing the protested boat.

15.1 Notification

In addition to the notification(s) required by the rules, a boat intending to protest shall:

- Inform the race committee upon finishing or retiring from the race of the protest and the name and/or sail number of the protested yacht.
- Notify the Vice Commodore not later than 12:00 noon of the first Monday after the race. The same time limit applies to all protests by the race committee and protest committee and to requests for redress. This changes rules 61.3 and 62.2.
- Submit to the protest committee 5 copies of a written protest on or before the commencement of the protest meeting. A protest form is included elsewhere in this document.
- Requests for redress regarding finish times are to be filed not later than five days after publication of the results of the race in question. Publication shall be construed as posting on the FMSC website or newsletter.
- Notices of protests by the race committee or protest committee will be posted on the Official Race Notice Board section of the FMSC web site (www.fortmyerssailingclub.com) to inform boats under rule 61.1(b).

15.2 Hearings

The Protest Committee will hear all pending protests at a location mutually agreed upon by all parties to the protest as scheduled by the Protest Committee Chairperson.

16 Handicap System

Races will be scored using the FMSC-PHRF handicap system. Races and Regattas held jointly with other clubs may use the WFPHRF handicap system and FMSC boats may be re-scored for internal club purposes using the FMSC-PHRF handicap system.

17 Scoring

17.1 Individual Races

A boat's placement in a race will be based on her corrected finishing time. A boat's corrected finishing time shall be calculated as follows:

Corrected Finishing Time = Elapsed Time - (Time Allowance Mileage x Handicap Rating)

Where: Elapsed Time = The time between the starting time for the boat's section and the boat's actual finish time.

Time Allowance Mileage = The length of the course in nautical miles.

Handicap Rating = The boat's FMSC-PHRF Handicap Rating in seconds per mile.

The boat with the shortest corrected finishing time will place first, the boat with the next shortest corrected finishing time will place second, and so on. Boats with equal corrected finishing times will be tied.

17.2 Series Scoring

Race series will be scored using the low-point scoring system. A boat will be awarded points equal to its finish position] for each race.

Points awarded for scoring circumstances other than a normal *start* and *finish* will be as follows:

DNC (Did not *start*; did not come to the starting area): finish position = number of division or section starters plus 1 point.

DNS (Did not *start* (other than DNC and OCS)): finish position = number of division or section starters plus 1 point.

OCS (Did not *start*; on the course side of the starting line at her starting signal and failed to *start*, or broke rule 30.1): finish position = number of division or section starters plus 1 point.

DNF (Did Not Finish): finish position = number of division or section starters plus 1 point.

RAF (Retired after *finishing*): finish position = number of division or section starters plus 1 point.

DSQ (Disqualified): finish position = number of division or section starters plus 2 points.

Series positions are determined based on the points awarded for the best N finishes in a series, where N is the maximum number of races to be counted according to the table below. This changes rules 90.3(a), A2 and A4.

Races Held in a Series	1	2	3	4	5	6	7	8	9
Races Counted in a series	1	2	3	4	5	5	6	6	6

A race is completed for a section or division if it is scored for that section or division (Rule 90.3(a)).

A boats overall placement in a series will be determined by summing the points awarded to a boat in all counted races then ranking competitors based on the total points earned. The boat with the lowest total points will place first; the boat with the next lowest total points will place second, and so on. This changes rules 90.3(a), A2 and A4. In the event of a tie, ties will be broken by summing a boats total corrected times for counted races. The boat with the lowest sum of the total corrected times will be the winner of the tie

breaker. This changes Appendix A8 of the Racing Rules.

17.3 Committee Boat Points

When a competitor serves as committee boat for a race he shall be awarded series points equal to the average points she earned for her best N-1 finishes in other races in that series, where N is the number of races counted to determine series placement. For committee boats serving for two races, she shall be awarded series points equal to the average points she earned for her best N-2 finishes in other races in that series. For example, if four races are counted for series placement, the points awarded for serving as committee boat will be the average of the points for the committee boat's best three finishes in that series. This changes rule A2. ***Committee boat points will not be awarded for races that are cancelled or abandoned.***

18 Safety Regulations

18.1 Check-in Procedure

A boat intending to compete in the day's race(s) shall check in with the committee boat. After the committee boat has anchored, a boat intending to race should pass close to the committee boat and hail the boat's name, sail number and number of persons aboard. A boat must receive acknowledgment from the race committee to complete her check-in and ensure that she will be scored. Checking in by radio is discouraged. Boats checking in after the first warning signal shall avoid the starting area until after their warning signal has been made.

18.2 Retirement

A boat that retires from a race or decides not to compete in later races that day shall notify the race committee as soon as possible by hail or by radio on VHF channel 72. If the Committee boat cannot be reached, another yacht racing should be notified and a message relayed to the race committee by radio or cell phone. Boats retiring and notifying the race committee in a timely manner will be scored DNF. Boats retiring and NOT notifying the race committee in a timely manner will be scored DSQ.

18.3 No Sail Zones

The U.S. Coast Guard may have designated "Security Zones" from time to time. No boat shall sail inside the Security Zone delineated by specially marked buoys surrounding a Security Zone. Security zones delineated by specially marked buoys are designated as *obstructions*.

19 Equipment

19.1 Race Categories

All FMSC races in the Caloosahatchee River are designated as Category 5 races. A boat competing in a FMSC race shall be equipped in accordance with WFPHRF rules for the applicable race category.

19.2 Modifications to the ORC Special Regulations

The following 2008 - 2009 ISAF Offshore Special Regulations are modified as follows:

3.09.3 For yachts with age date before 1993, bilge pumps and cockpit drains may be connected to a common drainage system provided the system has sufficient capacity to handle maximum combined volume.

3.14.6 (a), 4.04.1 (a) (iii) Wire Lifelines and Jackstays may be coated or sleeved.

4.11.1 Light List not required

4.26.4(f) Heavy -weather jib is recommended but not required.

4.26.4(g) Boats shall have either a storm trysail as defined in OSR 4.26.4(c), or mainsail reefing to reduce the luff by at least 25%.

4.23.1 Pyrotechnic signals shall conform to U.S. Coast Guard Regulations.

5.01.1 The first US Sailing Prescription is changed by adding Type II and III Coast Guard approved personal flotation devices. The third US Sailing Prescription is changed to the following: "All personnel on deck shall wear personal flotation at all times except when the Skipper of the boat directs that it may be set aside".

19.3 Owner's Responsibility

The safety of a boat and its crew is the sole and inescapable responsibility of the owner, or the owner's representative, who must do their best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. They must ensure that the boat is sound in all respects, that all required safety equipment is aboard, is properly maintained and stowed, and that the crew knows where it is and how it is used.

Neither the establishment of these special regulations, their use by the organizing authority, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone (Rule 4).

19.4 Inspection

A yacht may be inspected at any time. If she does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or such penalty as may be prescribed by the national authority or the sponsoring organization.

20 Radio Communications

The Committee boat will monitor VHF Channel 72. Competitors may use Channel 72 (or an alternate channel designated by the committee boat) to communicate with the committee boat concerning matters of health and safety. Except as permitted by these sailing instructions, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones, fax and e-mail communications. Personal communications not related to weather or sea conditions, the day's race(s), or sailboat racing, and which could not be construed in any way as "outside help" are excluded from this restriction.

21 Race Committee Courtesy Broadcasts

The Race Committee may report visual signals displayed and other pertinent information over VHF Channel 72 (or an alternate channel as directed by the Race Committee). This information is provided as a courtesy to competitors and does not in any way alter their responsibility to observe the Race Committee's visual signals which govern the conduct of the race. Errors or omissions involving such courtesy broadcasts shall not be grounds for redress. This changes rule 41 (outside help).

22 Prizes

22.1 Eligibility and Exceptions

1. To qualify for a trophy a yacht's owner(s) or charterer(s) must have paid all dues and fees incurred during the current season.
2. A yacht must have finished the required race or races in order to qualify for a trophy.
3. Series trophy winners must have competed in, or served as committee boat for, at least the number of counted races in a series.
4. A single race trophy will be awarded for a yacht's single best finish within a series. Series trophy winners are not eligible for single race trophies within the same series. To be eligible for a single race trophy, a yacht must participate in no fewer than fifty (50) percent of the counted races in the series.

22.2 Individual Trophies

An individual (single) race trophy will be awarded to a yacht that does not qualify for a series trophy for its best finish in a series (A maximum of one trophy per yacht per series). Duplicate trophies will be awarded in case of a tie. Series trophy winners are not eligible for single race trophies within the same series. To be eligible for a single race trophy, a yacht must participate in no fewer than fifty (50) percent of the counted races in the series.

22.3 Series Trophies

Series Trophies will be awarded for the following series:

Fall Series, Spring Series

For the Fall and Spring Series, the number of trophies awarded in a section will depend on the level of participation in the section and will range from a minimum of 2 to a maximum of 5 as specified in the following table.

Average Number of Starters	Trophies Awarded in Each Section
Less than 5	2
5 to less than 10	3
10 to less than 13	4
13 or more	5

The "average number of starters" in a section is defined as [the total number of yachts

that started in completed races in a series] divided by [the number of completed races in the series]. A boat serving as committee boat will be counted as a starter in her section and division for the purpose of this calculation.

Additional trophies (except perpetual trophies) are available for multi-owner boats at the owner's cost. Call the trophy Chairman at the start of the season for details.

23 Advertising

All FMSC races are Category "A" Club events per ISAF Appendix 1, Regulation 20.

24 Disclaimer of Liability

Competitors participate in FMSC races entirely at their own risk. See rule 4, Decision to Race. The organizing authority (FMSC) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after these races.

Special Sailing Instructions

Individual Races and Series

These Special Sailing Instructions (SSI's) modify and supplement the General Sailing instructions (GSI's). Therefore, for complete information, they must be read in conjunction with one another.

Fall and Spring Series

The Fall and Spring Series each will consist of 8 races conducted on four race days. The first start will be at 11:00 AM (Warning flag at 10:55 AM). The planned course configuration for each race may be selected / changed at the discretion of the Race Committee. The time limit shall be 30 min. after the first boat in each section has finished. Boats not finishing within the time limit will be scored "DNF" (Did not Finish). Abandoned races not re-sailed on the same race day, as well as races cancelled, will not be sailed on alternate days and series best N finishes (17.2) will be adjusted accordingly. The race committee may decide to conduct a third race. However, only the first two races of each race day will be counted to determine series positions. A makeup race may be held on an upcoming scheduled or unscheduled race day with prior notification of all racers.

Summary of Basic Situations

Under The Racing Rules (2009-2012)

This is a simplified explanation of the basic racing rules and is not intended to replace the Racing Rules of Sailing 2009-2012 (as amended). You are encouraged to consult your rule book for specifics, including definitions of **bolded** terms.

A boat may not use her engine for propulsion from four minutes before her starting signal until after she has cleared the finish line. (Definition of Racing and RRS 42)

A boat shall avoid contact with another boat. (Rule 14).

When a right-of-way boat changes course, she shall give the other boat **room to keep clear** (Rule 16).

When boats are on opposite **tacks**, a **port-tack** boat shall **keep clear** of a **starboard-tack** boat (Rule 10).

When boats are on the same **tack** and **overlapped**, a **windward** boat shall **keep clear** of a **leeward** boat. (Rule 11).

A boat **clear astern** that becomes **overlapped** to **leeward** of a **windward** boat shall not sail above her **proper course** while the boats remain **overlapped**. (Rule 17)

When boats are on the same **tack** and not **overlapped**, a boat **clear astern** shall **keep clear** of a boat **clear ahead** (Rule 12).

An inside boat is entitled to **room** at a **mark** or **obstruction** provided she established her **overlap** before reaching a **three-length zone**.

If a boat is **clear ahead** when she reaches the **three-length zone**, the boat **clear astern** shall **keep clear** even if an **overlap** is established later.

If two boats are approaching a **mark** or **obstruction** on opposite **tacks**, and one of the boats **tacks** within the **three-length zone**, the boat that **tacked** shall **keep clear** of the boat that did not **tack**.

When **starting**, an inside boat is not entitled to **room** at the committee boat or starting mark. The race committee boat is not considered an **obstruction**.