

CONVAIR
SAILING CLUB

TORREY PINES
SAILING CLUB

RACING INSTRUCTIONS

VICTORY CLASS SAILBOATS

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I. EVENTS SPONSORED

A. Monthly Regattas

Monthly regattas are held from January through November jointly by the Convair Sailing Club (CSC) and the Torrey Pines Sailing Club (TPSC). These Regattas are normally held on the first weekend of each month, unless that is a holiday weekend in which case the Regatta is generally scheduled on the second weekend of the month. The two clubs will agree each calendar year on a schedule, including the monthly regattas, the team race, and the ocean race, for the next calendar year, and endeavor to have the agreed schedule published with the racing schedule of the San Diego Association of Yacht Clubs (SDAYC). This coordination with SDAYC is designed to avoid conflicts with other San Diego bay race events, not sponsored by CSC and TPSC. Other Victory owners may enter upon invitation or on approval of the Chiefs of Racing of either club. These events form a foundation for Victory Class racing activity in San Diego Bay. CSC and TPSC share race committee responsibility for these events in proportion to their monthly regatta participation during the previous year. With as many as four fleets and the potential for a dozen boats per fleet, there is lots of opportunity for broad race participation by both experienced and inexperienced sailors in the monthly regattas. Besides the monthly performance awards, there are annual championship awards based on cumulative performance through the year. Although most of this document refers to monthly regattas, much of procedure and all of the rules and eligibility apply to other Victory race events sponsored by CSC and TPSC as well.

B. Ocean Race - The Jack Dorsee Perpetual Trophy

Once a year CSC and TPSC sponsor a race in the ocean off North Island. The course is longer than that of the monthly regattas, and with ocean swells and some navigation required, the race presents a different challenge. CSC and TPSC alternate responsibility for the race committee for this event from year to year. If entries exceed the number of boats available, skippers are chosen by lot. A place will be reserved for the defending champion if he/she chooses to participate. Since this is an organized event, ocean checkout of skippers is not required. The winner will have possession of the Jack Dorsee Perpetual Victory 21 Class Trophy for the following year.

C. Inter-Club Team Race - The Frank Anthony Trophy

One team race is held each year (usually in December) in which four CSC skippers of the past racing season compete against four skippers from TPSC. The race committee consists of one member from each club and may include a third party agreeable to both clubs. The team racing rules and scoring are as stated in the current ISAF rules, Appendix D, as modified by the team race instructions. The club with the lowest total score after three races wins. Unfortunately, the old Frank Butler Trophy was lost or stolen during 2007-08. A new Frank Anthony Trophy has been created, but will be retained by CSC.

II. CONDUCT OF MONTHLY REGATTAS

A. Entries and Eligibility

Members of the sponsoring clubs in good standing may participate as skippers in regattas provided they have met the entry requirements of the regatta and have been assigned to a fleet by the Chief of Racing (CR) of their respective clubs.

Club members, and approved nonmembers, may enter by notifying the CR of CSC or TPSC in response to the email Call-For-Entrants issued by CSC mid-month prior to the Regatta. Late entrants will be accepted until 8PM of the Wednesday prior to the regatta. Under special circumstances members may be permitted to enter after the deadline at the discretion of the CR's of either club. Early Regatta entry is encouraged because it allows the race operations team to plan the Fleet Lineups and notify all the racers and Starters of their race days and times for Regatta weekend advanced planning purposes. Races are held in pairs (two races per fleet), one fleet in the morning and one fleet in the afternoon of each race weekend day provided there are enough entrants to field four fleets. Makeup races for cancelled events

may be scheduled at any time mutually convenient to the CSC and TPSC clubs.

In the event there are more skippers than boats available, the CR's of CSC and TPSC will select skippers based on each club's boat assignment policy.

Once entrants have registered for a regatta, and been assigned a fleet and a boat, they are responsible for payment of sailing fees for the regatta. A "no show" entrant will be billed for lost racing fees. The only recourse will be to offer an explanation to the Board of Directors of the skipper's club, which may, at its discretion, suspend the fees owed. Sailing log entries will be made by each skipper during the regatta or by the CR per club instructions. Entry racing fees for boat use will be specified by each club and will generally be fixed fees. In the event a complete fleet is cancelled on the water, no sailing fee is due if the boats are promptly returned to the dock.

B. Fleet Assignments and Seeding Averages

1. Entrants will race on one of two days (Saturday and Sunday) of the regatta. A given fleet may be assigned to the morning or afternoon of either day. Fleet sequence will rotate from month to month (ABCD, DABC, CDAB, etc.). If there are sufficient racers to field only three fleets, two fleets will be scheduled for Saturday and one fleet for Sunday afternoon. The CR's of each club will jointly determine the number of fleets to be scheduled during a calendar year based on racing participation during the previous calendar year.

2. Skippers will be ranked according to their seeding average (SDAV) and placed into as many as four fleets (A, B, C, or D) with the lowest seeding averages in the A Fleet. The CR's of each club will divide their racers approximately equally among the fleets. For each club, the number of racers in each fleet should be roughly equal, but may not be equal depending upon individual needs.

3. Seeding averages are calculated after each regatta by using the following formula: $\text{New SDAV} = 0.7(\text{Old SDAV}) + 0.3(\text{FSA} + \text{B})$. FSA (Fleet Score Average) is the skipper's average score for the regatta and B is a bias of 0, 0.75, 1.5, and 2.0 for fleets A through D respectively. Under normal circumstances, FSA is the average of a skipper's finish position in the two races of a fleet. For special circumstances, finish position (and hence FSA) is determined the same as elaborated in II.C below.

If a skipper sailed only one race, then his FSA for the one race is his finish position. His SDAV, then, will be changed by half the normal amount: $\text{New SDAV} = 0.85(\text{Old SDAV}) + 0.15(\text{FSA} + \text{B})$.

Seeding averages do not change (are not recomputed) when a skipper does not race because they do not sign up, do not start (DNS) in both races, have both races cancelled (CAN), or receive a justified non-start or non-finish (JNS/JNF) in both races. In addition, computed seeding averages are limited such that they shall be 7.999 if larger than 8 and shall be 7.998 if equal to 8. A SDAV may not increase by more than 1.250 for each regatta. A skipper with no recent race scores in these regattas, or a new skipper will normally be given a starting SDAV of 8.000 and be placed in the appropriate fleet.

4. Once the final Lineup is published (Wednesday evening prior to the regatta), the assignment of skippers to fleets will not normally be redistributed but new racers may be added at the discretion of the CR's of each club.

5. If both races of a fleet are cancelled, the makeup races may be rescheduled at a later date. The change in SDAV resulting from the re-sailed race will be calculated as if the race had taken place when originally scheduled, but the change will be applied to the SDAV existing at the time of the re-sailing.

6. Because it is the goal of this racing program to encourage sailboat racing, and at the request of some of our racers, we will accept an occasional racer to be assigned to a fleet not in accordance to their SDAV. This exception will allow a racer to request a change (1) to the next lower fleet (A to B or B to C, Etc.), or (2) to the next higher fleet (B to A or C to B, Etc.) but only with approval of the CR of the club involved. This is not expected to happen more than about twice in a given year for a given racer. (TPSC has not accepted this change, at this time, so it does not apply to them.)

(1) When the extra racer sails with the next lower fleet, he will be a regular member of the lower fleet. This has been the established practice for many years.

(2) When an extra racer sails with the next higher fleet, he will receive all the privileges and responsibilities of the regular racers of that higher fleet and the finish position of the extra racer will be his normal finish position. Then, the finish position of the boat finishing next after the extra racer, if any, will be the same as the extra racer (as if the extra racer did not race). In this manner, for this fleet, there is no penalty for the regular racers.

C. Scoring - Championship Points

1. Races will be scored by the ISAF (Appendix A) Low Point Scoring System, as modified by these instructions. Each first place receives one point. Championship points will equal the two race total scores plus a bias as follows: A-fleet+0; B+6; C+10; D+12. In the event of a two-way tie for a finish position, the points for that finish position and the next later finish position will be added, the sum divided in half, and awarded to each skipper. Later finish positions will be awarded their normal finishing position points. For example, boats tying for second place would be each awarded two and one-half points $((2+3)/2)$ and the next finish gets four points. Similar averages will be awarded for multiple ties.
2. Skippers who do not participate in a given fleet (DNC for "did not come") will be assigned 30 points, 15 points per race
3. If the skipper was present in the starting area and made a reasonable effort to start but failed to start (DNS), or did not restart if over early, then the score for that race should be equal to the number of boats entered.
4. A skipper who is disqualified for any reason (DSQ) will receive a number of points equal to one plus the number of boats entered in the largest fleet racing in that monthly regatta. Other boats will receive points as if the disqualified boat(s) had not raced.
5. A skipper who started but did not finish (DNF) and received no other penalty, has retired or abandoned the race, will receive a number of points equal to the number of boats started.
6. A skipper who does not start because of disabled equipment, through no fault of his own, or for other good reason may be scored as "justified not start" (JNS) and receive points equal to one plus the number of boats starting.
7. A skipper who does not finish because of disabled equipment after the start, through no fault of his own or for other good reason, may be scored as "justified not finish" (JNF). This skipper may receive a number of points equal to the number of boats starting or a last finish place, if some boats abandon the race. If a boat is unable to continue racing because of damage, relief may be requested under ISAF Rule 62.
8. If one race of a fleet is abandoned or canceled (CAN), then the score for the completed race shall be used for the abandoned race. If both races of a fleet are canceled, and the racers are notified in advance, then the racers get a score equal to 30, 15 points per race. If both races of a fleet are canceled, and the racers are not notified in advance, then the racers who showed up in the starting area get a score of 20, 10 points per race.
9. If both races of a fleet are canceled, that fleet shall be rescheduled and raced later in the season if at all possible. Only those skippers who were signed up for the canceled races may compete in the rescheduled races; and those who do will be awarded the points earned in the rescheduled races.

D. Annual Championship Standings

1. Championship points will be scored for racers in each fleet of a monthly regatta. A cumulative yearly total will be maintained by the CR for each racing skipper and be reported in the club bulletins. Each skipper should keep a record of his/her performance, and any discrepancy with the published results should be called to the attention of the CR before the next regatta.
2. Up to eleven (11) regattas may be scheduled for the year. Each racer's championship score shall be the total of his best results for a lesser number of regattas, determined by the number of regattas actually held:

Number of Regattas actually held:	11	10	9	8	7	6	5	4	3	2	1
Best Results to use for championship score:	7	7	6	5	5	4	4	3	2	2	1

3. Trophies may be awarded to skippers of each club at the conclusion of the racing season based upon championship point lowest yearly standings. Each club independently determines the number of trophies which it will award. The lowest yearly total points skipper for both TPSC and CSC will also retain possession of an inter-club perpetual trophy for the next racing season. Any ties in first place championship standing will be broken by an elimination race.

III. STARTING AND RACING PROCEDURES

CSC and TPSC will provide Race Committees (subsequently called starters) for the regattas generally in relationship to the ratio of racers for each club during the previous calendar year. Starter responsibilities for subsequent years will be negotiated by the CR's of both clubs. See also Page 4, Section I A.

The CR may assign any racing skipper to starting duties but not in conflict with race assignments. The starter functions from the Race Committee Boat (CB). Racers are expected to accept such duty as an obligation. Each club is responsible to see that starters from their club are trained and qualified to perform the starter duties in accordance with ISAF Rules and these Instructions. Other qualified starters should always accompany novice starters.

Since starters are drawn from the roster of racers, it is important that those racers make the transition from competitor to facilitator when they are assigned as starter on the committee boat. During the period prior to the warning signal, the starter should be prepared to answer questions about the racecourse and take the initiative to see that all the competitors understand the racecourse.

Experience has shown that a skipper and at least one crewmember should always staff the CB. It is the responsibility of the assigned starter to plan for and see that the CB is properly staffed.

A. Starters Duties

1. Starters shall be responsible for the following:
 - a. Plan/provide for adequate CB staffing and provisioning
 - b. Hold a pre-race skippers meeting if required for special instruction or for any other reason
 - c. Place marks and establish starting lines
 - d. Assign a course for each race, taking into consideration the allotted time and wind conditions
 - e. Advise racers of the mark designations and give appropriate notice of the course
 - f. Give accurate starting signals and other signals
 - g. Recall boats at the start when necessary
 - h. Set up the finish line and observe and record the finishing positions
 - i. Act as a summary protest committee following a race if protests are filed.

2. In accordance with the racing schedule, the club assigned starting duties will provide a boat that will be reserved for the day as the CB. The costs of the CB will be borne equally by all scheduled racers (part of the racing fee) for the respective clubs. For CSC, the committee boat is Ensign 453.
3. Courses will be selected and identified by number by the starter.
4. Races should start at the scheduled time. The starter should establish the course and be on station on time to support the published starting time of the race. The responsibility is upon each skipper to reach the starting line on time. If skippers need assistance to reach the starting area they should first look to their own club. After that, starters should make a reasonable effort to assist racers from both clubs to the starting area, including delaying the start time, and providing towing assistance if the delay is caused by light winds or adverse tides. Races shall not be delayed due to tardiness of one or two skippers, but can be delayed a reasonable time if three or more entrants are late.
5. Courses will be set in accordance with the current course list and these instructions. Note that courses 1, 3 and 7 (7 is similar to the 2000 America's Cup course) may be standard or reversed direction and the reaching buoy, if any, is not used.
6. In the event of adverse weather conditions or minor repair of a boat, the starters may, at their discretion, delay or abandon the race. If the race is abandoned, the starter should simultaneously display the code N flag (blue and white checkered) and sound three audible signals. See Figure 5 for starting signals.
7. When the CB is ready to initiate the pre-start sequence (and during the pause between races), the answering pennant should be up. We suggest that the committee boat fly the AP flag from the earliest moment they can, preferably when they leave the dock, and also ASAP after the first race's last boat finishes (or the next to last boat in some cases). This action is intended to help avoid confusion with no flag being up later in the sequence. Six minutes before before the starting signal, the AP flag will be removed and there will be three short sounds to alert racers that the Class flag will come up in about a minute. This action gives racers an opportunity to start timing the five-minute signal with some degree of accuracy. Also see Figure 5.
8. If the finish line is to be at a mark of the course and the CB is unable to establish it before the first Victory arrives; the first Victory finishing shall record the finish position of all boats trailing. In the absence of the committee boat, the finish line is always the weather mark.
9. Because starting assignments are generally infrequent, starters are advised to rehearse the various signals that may be needed in a race to confirm that they understand the flag and horn sequences as covered in these instructions and Figure 5). Starters should also confirm, before starting races, that the clock/timer, horn, and bullhorn are all functioning properly.

B. Setting Courses

Courses will normally be set in accordance with Figure 1. Course marks (flags or buoys) will be set by the race starter with all marks clear of the main shipping channel. The location of marks should consist of a weather mark (W), a leeward mark (L), which should be truly downwind as time and judgement permit, and a reaching mark (R). Every effort should be made to ensure the windward leg is a true windward leg that can be sailed only by tacking. Normally, the first leg should be the windward leg. The following requirements must be observed in setting and sailing the racecourse (see Figures 1 and 4). The right and left sides of the lines and course are relative to the observer looking into the wind.

1. All courses will be arranged relative to the wind at the start.
2. The starting line will be located downwind from the weather mark (W) and should be about 2/3 the distance from W to the leeward mark (L). The CB will always be at the left end of the starting line looking upwind from behind the starting line.
3. The finishing line will be located up wind from the leeward mark (L). The finishing line will be between a flag or mark and the mast of the CB. Boats will cross the line from the direction of the previous mark. If the CB is not on station, the finish line is an imaginary line passing through the W mark and perpendicular to the W, L line. Pass the mark on the same side as the other marks as close as

possible (not more than five boat lengths). The first boat across this line will record the finishing positions of the rest of the fleet.

4. The starting and finishing lines may be located in the same place.
5. The L or W marks may be used for the starting and finishing lines respectively.
6. Information regarding the W, L, & R mark locations, as well as the finish line, will be provided by the starter to all racers prior to the warning signal for each race. If mark identifications or locations are changed between race #1 and #2, starters will use the bullhorn to make clear those changes.
7. Standard courses have the reaching mark (R) located to the left side of the WL line while reverse courses have it located to the right side. For reverse courses, the starter should display the Code R flag (red with yellow cross). Courses, which do not use a reaching mark (#1, #3, & #7), may be specified as either standard or reverse without regard for the physical location of the reaching mark.
8. Should a mark of the course sink, be removed, or otherwise disappear; the leading boat and/or the starter will define a substitute such as a fender and anchor. The use of a nearby navigational buoy has been outlawed by the Coast Guard.

Starters will set courses so that the first race will start promptly at the scheduled time, weather and tide permitting. Note that the time reference given in the race Lineup is Warning signal time. Courses should be selected for races to last about forty-five minutes each. Races will be delayed or canceled in the event of impending darkness, windless conditions, or winds that create whitecaps in the bay. Every effort should be made to complete at least one race in each fleet. In the event of cancellation of all races for a day, the starter must inform all participants (both CSC and TPSC) by telephoning the CR's of both clubs.

C. Setting the Start Line

The starter shall establish a start line marked by a flag/buoy and the CB (mast). The flag/buoy shall be the right end (looking up wind from behind the line) of a common start/finish line or the buoy may be the leeward mark. Guidelines for setting the start line (assuming the first leg is a windward leg) are:

1. The line should be set approximately perpendicular to the average direction of the wind (rather than relative to the first mark).
2. The line should not favor the left end more than 15 degrees, and should not favor the right end at all. This is to encourage port tack starters and helps to spread out the fleet. See Figure 2.
3. The first mark should be as direct to windward as possible. Approximately twenty degrees wind variation is normal.
4. For start lines, the CB should always be positioned at the left end of the line looking from behind the line.
5. The minimum length of the line should be 125 percent of the aggregate overall length of the boats in the race, about fifty yards for six boats and about eighty yards for a nine boat Victory race.
6. In the event of a major and sustained wind shift prior to the starting period countdown, the starting line should be adjusted. Starters are advised to request the assistance of one of their club's racers in relocating the starting line flag in order to quickly adjust the line alignment. In the event of a major wind shift (greater than 45 degrees) after initiating the start countdown, the potential time to be spent in changing the course must be weighed against the delay it may cause in subsequent races. If the shift occurs in the morning, it may be better to start the race. In the afternoon, a delay may be permissible. Starters must use their best judgment!
7. There should be plenty of clear water around the start line for boats to maneuver (not too close to the shore). Also, the line must be well clear of the main ship channel.

8. Minor line adjustments may be made by having one of the starters club racers move the buoy at the right end of the line or by changing the length of the CB anchor line. Anchor line scope of less than three-to-one may not hold the boat on station.
9. The line shall not be adjusted after the P flag (preparatory signal, four-min. flag) without a complete five-minute restart.
10. A long distance between the starting line and the first mark helps to spread out the fleet and makes for more interesting racing. Further, there should be sufficient distance between the leeward mark and the finish line to allow the fleet to recover from a congested rounding of the leeward mark, preferably requiring a tack to reach the finish line. The CB should be about one third up the LW leg.

D. Starting and Recall Procedures

Signals for pre-start, the start sequence, and recall shall be as follows: The table of Figure 5 may provide a more useful aid for starters and racers in following this sequence of signals.

1. Prior to the first race pre-start sequence (and during the pause between races), the answering pennant should be up. We suggest that the committee boat fly the AP flag from the earliest moment they can, preferably when they leave the dock, and also ASAP after the first race's last boat finishes (or the next to last boat in some cases, if she is rather far away from the finish).
2. Six minutes prior to the start time the answering pennant is lowered to alert racers that the Class flag will go up in about one minute and, simultaneously, three short audible signals are given.
3. Five minutes before the scheduled start time, a warning signal is given. This consists of raising the class flag (Victory emblem) and, simultaneously, giving a single audible signal.
4. Four minutes prior to the start, a preparatory signal is given. This consists of raising the P flag and simultaneously giving a single audible signal.
5. Sixty seconds prior to the start, the P flag or shape is lowered and one long audible signal is given.
6. At the start, the class flag is lowered and a single audible signal is given at the same time.

Visual signals are official. The start must be exactly four minutes after the preparatory signal. If a timing error occurs after the preparatory signal, a general recall will be sounded (see Figure 5) and a restart initiated from the class flag signal (five-minute restart). Boats are subject to the Racing Rules at the preparatory signal (four minutes).

A boat that is over the start line early will be recalled by (1) raising the X flag (white with blue cross), (2) giving a single long audible signal, and (3) hailing its sail number audibly or over the bullhorn. A skipper who is over the start line early is responsible for returning and restarting, even if he/she does not hear the recall and even if the starter fails to give one. Starters, of course, should be alert to recall boats that are over the start line early. If three or more boats are over the start line early, a general recall signal should be given by (1) raising the First Substitute flag (blue and yellow pennant), and (2) giving two long audible signals. In this event, the start sequence should be initiated with the warning signal (Class flag) signal given one minute after lowering the general recall flag. If three or more boats are over the start line early after a new pre-start sequence, a general recall is not required. The starter may simply note DNS for the boats over early, unless they start properly.

E. Finish Line Procedures

In recent years, the starter has usually established a common start/finish line part way between the windward and leeward marks, remaining at this location throughout the race. As an alternate, the finish

line may be established at one of the course markers, normally the windward mark (avoid using the leeward mark). If the finish line is different from the start line, the following guidelines should be followed (refer to Figure 3):

1. If conditions permit, locate the CB so that racers will finish correctly if, while sailing from the previous mark, they pass the mark (now part of the finish line) on the same side of the boat as required for the other marks of the course.
2. The finish line need only be half as long as the starting line.
3. If, as is usually the case, the last leg is a beat, then position the line as nearly as possible perpendicular to the wind so that it can be crossed equally well on either tack. Otherwise the finish line should be perpendicular to the line from the previous mark.
4. The finish line should be established and the CB anchored before the leading boat rounds the last mark before the finish.

As each boat finishes, an audible signal sounds, and the finish position is noted on the results sheet. If the last boat in the fleet is far behind the other boats, credit should be given for a finish, and preparations started for the next race. At the end of the first race, the answering pennant should be raised to signify a pause between races.

F. Shortened Courses

If a race is running late and cannot be finished in a reasonable time (two hours total for two races), the starter should shorten the course. This is accomplished by repositioning the committee boat to establish a new finish line at one of the regular marks of the course perpendicular to the line from the previous mark. The new finish line should be set before the lead boat reaches the mark next before the new finish line. The code S flag (white with blue square center) is raised to inform racers of the shortened course as soon as the CB is positioned at the new finish line. An audible signal of two blasts on the horn should be given as soon as the leading boat approaches the finish. The CB should be positioned so that skippers pass the course mark (now part of the finish line) on the same side as required for the other marks of the course.

G. Recording Finish Results

Starters shall record race finish results on the Final Lineup sheets provided by CSC. Any differences from the Final Lineup (sail numbers or skippers) shall be noted. Finish positions shall be clearly noted 1,2,3,etc.

Other notations used are:

- DNC - Did not come to the starting area
- DNS - Did not start
- DNF - Did not finish
- DSQ - Disqualified
- JNS - Did not start due to disabled equipment or for other special problem
- JNF - Did not finish due to disabled equipment or for other special problem
- CAN - Race was canceled

H. Morning and End-of-Day Procedures

The starter's equipment is stored in the CSC CB or the TPSC CB. The first starter of the day (morning starter) will gather the committee boat equipment, check the motor for sufficient fuel, and proceed to the bay to set up the first course of the day. The committee boat engine shall be operated in accordance with instructions furnished by CSC or TPSC. On very light wind days, the Race Committee (RC) should set up the course and then assist racers with a tow. The first race should start on schedule as listed in the race lineup. At the end of the morning fleet races, the starter should leave all buoys/flags in place and proceed back to the dock.

At mid-day, the afternoon starter will relieve the morning starter at the dock, proceed to the course area, assess the course and line layout, and, if necessary, reset the marks and starting line. The first afternoon race should start on schedule as listed in the race lineup. At the end of the afternoon fleet races, the starter shall pick up all buoys/flags, return to the dock, and re-stow all equipment.

I. Race Committee Equipment

For CSC and TPSC, the starter's equipment is stored in the CB or placed on the CB before the morning races. For CSC, some of the equipment required by the starter is contained in the CB box. The box should (but may not) contain the racing instructions, clock/timer, ISAF rule book, race course numbers, clipboard and race assignments, course sheets, protest forms, and a CB equipment check-list (Figure 6). Also contained in the CSC CB, or provided by the TPSC CR, are other necessary equipment including the following:

RC Flag - to be flown from the CB during the race
Course Buoys/Flags and Anchors (three or more) and the Start-Line Buoy, Anchor and Flag
Flag Staffs with Starting and Signal Flags
Bullhorn or Megaphone
Course Board
Black Ball (or shape) - to be raised when the committee boat is anchored

Other basic boat equipment includes the motor, gas tank and hose, fire extinguisher, anchor, and keys. Starters are cautioned to check and confirm the existence and functionality of all equipment before leaving the dock. A little practice with the bullhorn, countdown timer, and recall sequence before starting the race sequence will help assure professional RC performance. Figure 6 provides an RC Equipment Checklist that will aid in confirming that the CB is properly stocked.

IV. RACING RULES

A. All races shall be sailed under the International Sailing Federation (ISAF) Rules in effect at the time of the regatta, and these instructions. All references to Rules in this document refer to the current ISAF Rules edition. The appropriate regatta lineup announcement will specify transition to a new version. The corresponding edition of Dave Perry's "Understanding the Racing Rules of Sailing" and/or Paul Elvstrom's "Explains the Racing Rules of Sailing" are both highly recommended additional references for Victory racers and for race starters.

B. The two-turns penalty, Rule 44.1 of the ISAF, will apply to a boat as an alternate to disqualification for an infringement of these Instructions or a rule of ISAF Part 2. "However, if she caused serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire". The penalty turns shall be performed as specified by Rule 44.2. (After clear of other boats, then as soon as possible.)

C. The crew shall be a minimum of two, including the helmsman, but may comprise as many as desired, provided, when dressed for sailing, they do not weigh more than a total of eight hundred pounds.

D. Use of gear in excess of that normally furnished by the club is prohibited, except upon specific approval of the Joint Race Committee (both club's CR's and their designees). This prohibits the use of hiking boards, hiking straps, hiking sticks, and trapezes. All equipment shall conform to the rules of the National Association of Victory Sloop Owners (NAVSO), except that the use of a genoa or spinnaker is prohibited. Skippers using unauthorized gear may be disqualified by protest or by the starter without protest. Contact with equipment such as outboard motors, motor mounts, or whisker poles, which project outside the side or after edge of the gunwale, may be the basis for protest (see ISAF Rule 14).

E. The skipper of record in any boat shall tend the helm continuously once the racing rules apply (P flag). The only exception is in case of emergency, adjusting boat trim or sail trim, or other transient activity requiring the skipper's attention. This rule is to assure that the boat is sailed by the skipper of record and a violation of this rule may be protested. This rule does not prohibit the switching of team skippers during a race.

INTRODUCTION

This document provides the necessary instructions for the conduct of Victory class sailboat racing activities sponsored by the Convair Sailing Club (CSC) and the Torrey Pines Sailing Club (TPSC) in San Diego. Racing participants include members of the two clubs and other approved Victory Class sailboat owners. Instructions for (1) setting up the racecourse, (2) race scoring, and (3) race committee conduct are provided in this document. Our races are governed by The Racing Rules of Sailing, as currently approved by the International Sailing Federation (ISAF). These Instructions supplement the ISAF Rules but generally do not repeat or restate those Rules. So this is a companion document that must be used in conjunction with the ISAF Rules document. In any case of conflict between the ISAF rules and these Racing Instructions, the Racing Instructions shall prevail. All racing participants agree to abide by these instructions, without qualification, as a condition for race entry approval.

The goal of our racing program is to provide a pleasant experience for all the participants and therefore to encourage further participation in sailboat racing. To that end, good sportsmanship is the overriding rule of behavior to be observed by all parties during race preparation, during races, and during post race activity. "Winning is the objective but you have not won the race if in winning you have lost the respect of your competitors".

List of changes in this Version 107 from earlier version 106.

Page 4, I.C Unfortunately, the old Frank Butler Trophy was lost or stolen during 2007-08. A new Frank Anthony Trophy has been created, but will be retained by CSC.

Page 5, II.B2 For each club, the number of racers in each fleet should be roughly equal, but may not be equal depending upon individual needs.

Page 13, IV.I When an outside boat fails to give Mark-Room, Rule 18.2(a), the inside boat shall NOT cause contact with the outside boat. In such a case, the inside boat which was denied Mark-Room, may choose to pass on the wrong side of the mark, continue beyond the mark and then turn to continue on the next leg of the course. The inside boat has, in this way, violated Rule 28 (Sailing the Course). In this case, Rule 64.1(c), is applicable and the inside boat, which was compelled to break a rule, shall be exonerated.

Page 13, IV.N While sailing in a club race, any boat that hampers or threatens the safe passage of a vessel 65 feet long or longer shall be subject to disqualification on protest by any race entrant, the Race Committee (RC), any commercial or Navy vessel, or upon receipt of a complaint issued by an authority ruled by the starter to be a competent witness. If possible, a boat shall avoid a vessel that is capsized or has not regained control after capsizing, is anchored, is aground, or is trying to help a person or vessel in danger. A boat racing that fails to avoid such a vessel shall be subject to disqualification on protest by any race entrant or RC.

Page 14, E. In accordance with Rule 62 (Redress), when a boat believes that its finishing place was made significantly worse by the action or omission of the starter, a request for redress may be filed directly to the PAC (Protest Appeal Committee) in accordance with these procedures. No red flag is required. The score for that boat will be determined by the PAC. (Only to add that Rule 62 relates to Redress.)

All other pages are not changed.

A VERY IMPORTANT CHANGE IN THE ISAF RULES, STARTING IN 2009, IS THE CHANGE TO A THREE-BOAT-LENGTH ZONE:

"ZONE The area around a mark within a distance of three hull lengths of the boat nearer to it. A boat is in the zone when any part of her hull is in the zone."

F. As provided in ISAF Rule 14, all boats shall avoid contact if reasonably possible. Right-of-way boats may also be penalized if the contact causes damage. The penalty is two-turns in the same direction, including two tacks and two jibes, except that ISAF Rule 44.1 requires retiring from a race when serious damage is caused. Serious damage includes boat damage requiring immediate repair, injury requiring medical attention, or where a boat is unable to continue the race without diminished boat performance.

G. When contact occurs between boats, which is not both minor and unavoidable and also if there is no injury nor visible damage, then the right-of-way boat may be guilty of a violation of Rule 14 (Avoiding contact), but shall not be penalized. A record shall be kept, however, of such contacts to allow analysis to determine if a pattern of violations exist. Future action may be taken in such cases.

H. Extensive damage has been done when boats cross at high speed. It is strongly recommended that skippers of the starboard tack boat vigorously call out "STARBOARD TACK" and that the port tack boat skipper vigorously respond with "HOLD YOUR COURSE" to insure that skippers are aware of each other's position and intent. Skippers are also reminded that Victories will not fall off properly in strong winds if the mainsail is not released and/or the main sheet is cleated.

I. When an outside boat fails to give Mark-Room, Rule 18.2(a), the inside boat shall NOT cause contact with the outside boat. In such a case, the inside boat which was denied Mark-Room, may choose to pass on the wrong side of the mark, continue beyond the mark and then turn to continue on the next leg of the course. The inside boat has, in this way, violated Rule 28 (Sailing the Course). In this case, Rule 64.1 (c), is applicable and the inside boat, which was compelled to break a rule, shall be exonerated.

J. A skipper is responsible for any damage to his boat incurred during racing, unless he can establish that it was caused through no fault of his own. This does not limit the responsibility of anyone else for the damage. If damage occurs which, it is contended, is the responsibility of the other club or one of its members, consultations shall be held with the other club to determine responsibility and extent and method of repair and reimbursement. Protest and appeal rulings are to be considered in these consultations.

K. Boat contact does not have to occur for a boat to be penalized. Unless the applicable rule specifically refers to collision or damage, the fact that no contact occurs is never, in itself, a ground for denying a protest. For example, in the application of ISAF Rule 10, the burden is on the port-tack boat to show that it did not violate the rights of a starboard-tack boat.

L. Equipment as required by law (safety, etc.), by the ISAF, or by the Race Instructions, if any, shall be on board during racing.

M. During racing, the helm of club boats shall be tended only by CSC or TPSC members who are checked out for day sailing. Exceptions are noted in IIA and in IVE.

N. While sailing in a club race, any boat that hampers or threatens the safe passage of a vessel 65 feet long or longer shall be subject to disqualification on protest by any race entrant, the RC, any commercial or Navy vessel, or upon receipt of a complaint issued by an authority ruled by the starter to be a competent witness. If possible, a boat shall avoid a vessel that is capsized or has not regained control after capsizing, is anchored, is aground, or is trying to help a person or vessel in danger. A boat racing that fails to avoid such a vessel shall be subject to disqualification on protest by any race entrant or RC.

V. PROTEST PROCEDURES

A. Per ISAF Rule 61.1, a boat intending to protest shall notify the offending boat audibly by hailing "protest" and visually by conspicuously displaying a red flag at the earliest opportunity. The red flag shall be displayed aft of the mast and below the main boom. She shall display the flag until she finishes or retires and until the RC acknowledges seeing her flag. In all cases she shall inform the other boat as soon as possible. This is to ensure that the protested skippers have an opportunity to exonerate themselves with penalty turns during the race, or mentally review the incident while it is fresh in mind and note potential witnesses.

B. Parties involved in a protest and witnesses shall report to the CB immediately after they finish racing for the day. Protests should not be withdrawn merely because the protesting skipper finished ahead of the protested boat. If a skipper is protested and decides to withdraw from the race, he must not interfere with other boats from that point on, and he should inform the starter. The starter will hear the protest, the defense by the other skipper, and the testimony of any witnesses, and then render a decision on the spot. Parties that do not appear for the protest or leave before the proceedings conclude may be disqualified (but may appeal per section VI below).

C. The protest hearing will be conducted in an orderly manner. The starter shall give all parties an opportunity to be heard in the presence of the other parties, and shall have complete authority to regulate the order of proceedings and to direct which party is to speak. If any of the participants fail to comply with the starter's directions, or engage in shouting or other unruly conduct, the starter may, after one warning, close the hearing and decide the protest against the offending party or parties. A ruling on this ground is not subject to the appeal procedure. If a skipper believes the ruling to be unfair, he should refer that concern to the CR of his club.

VI PROTEST APPEALS PROCEDURE

A. An appeal to the starter's ruling can be made by filing an appeal with the Protest Appeals Committee (PAC). The PAC shall consist of three persons, (1) the starter, (2) the CR of the Convair Sailing Club, and (3) the CR of the Torrey Pines Sailing Club or a representative of any of the three.

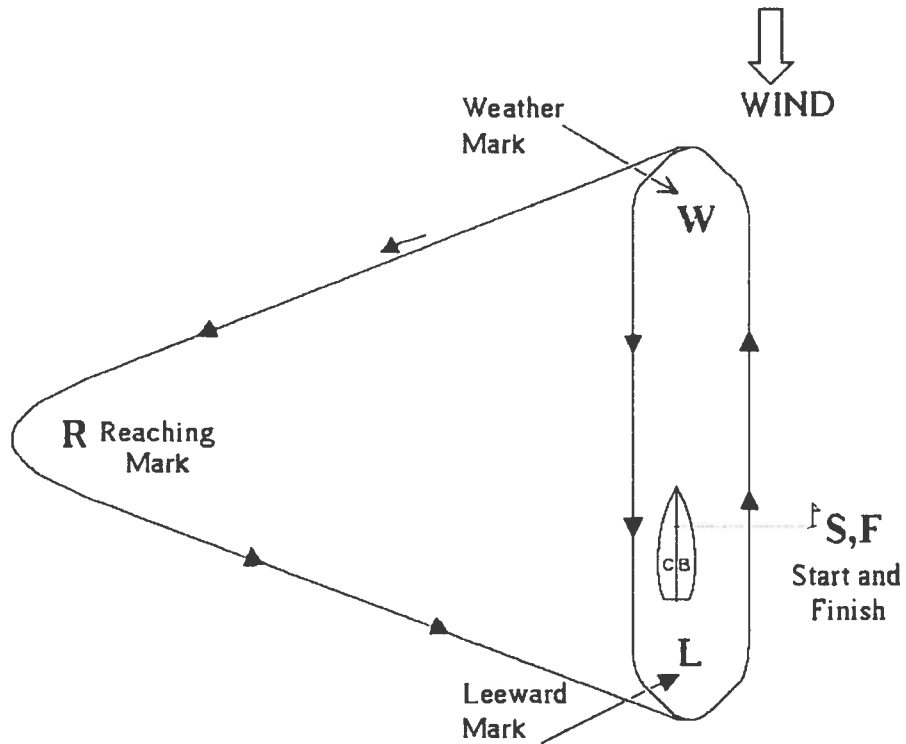
B. An appeal from a starter's ruling can be made by first notifying a member of the PAC with a verbal or written (email) description of the incident and the reason why the appealing skipper feels the decision was unfair. The appealing skipper must make this notification before 4:00 p.m. on the next business day following the race. Then the member of the PAC shall inform other PAC members about the situation and the PAC shall vote to determine if the case has sufficient merit to warrant further attention. A PAC member or a representative shall then call the appealing skipper by the end of the next day (second business day after the race) and explain the vote result. If the vote was unanimous against the appealing skipper no further action is needed and the decision of the starter will stand.

C. If the vote was in favor of continuing the appeal (not unanimous against) then the appealing skipper shall notify the skipper of the other boat(s) involved, the Starter, and any witnesses by 4:00 p.m. on the fourth business day following the race to file an appeal form with the PAC. The appeal form shall fully describe the incident, the applicable ISAF or Racing Instructions rule(s), and shall be accompanied by a diagram of the incident. This appeal form is available from the starter or from the CR's of both clubs.

D. All parties (protestor, protestee, witnesses, and the skipper of any other boat which may be penalized as a result of a ruling by the PAC) may also complete appeal forms or provide other written incident descriptions and submit these to the PAC. The starter who made the on-site ruling, will make his/her own submission, which will document his/her ruling, and give an explanation of the reasoning in making that ruling. All forms and other material must be delivered to the PAC by 4:00 p.m. on the Monday of the following week (six business days following the race). The PAC will make a majority decision to accept or overturn the starter's ruling on the basis of the written material supplied to it at that time, plus any further information it may request and receive from the starter at a later date. In making its decision the PAC will use all credible information. It will reverse the starter's decision if it determines on the basis of the available information that this is appropriate. The decision of the PAC will be reported in writing on the appeal form (Facts Found) to all participants in the protest by Friday of that week (ten business days following the race), and will be final. No protest appeal will be disallowed because the time limits above were exceeded provided there were extenuating circumstances that caused the delay.

E. In accordance with Rule 62 (Redress), when a boat believes that its finishing place was made significantly worse by the action or omission of the starter, a request for redress may be filed directly to the PAC in accordance with these procedures. No red flag is required. The score for that boat will be determined by the PAC.

FIGURE 1
RACING COURSES



Standard Course Number	Course Mark Sequence
1	WLF
2	WRL F
3	WL WL F
4	WRLWL F
5	WRL WRL F
6	WL WRL WL F
7	WL WL WL F

Standard courses are sailed as shown, leaving all marks to port and have the reaching mark at the LEFT side of the course. Reverse courses are sailed in clockwise direction leaving all marks to starboard with the reaching mark on the RIGHT side of the course.

FIGURE 2
SETTING THE STARTING LINE

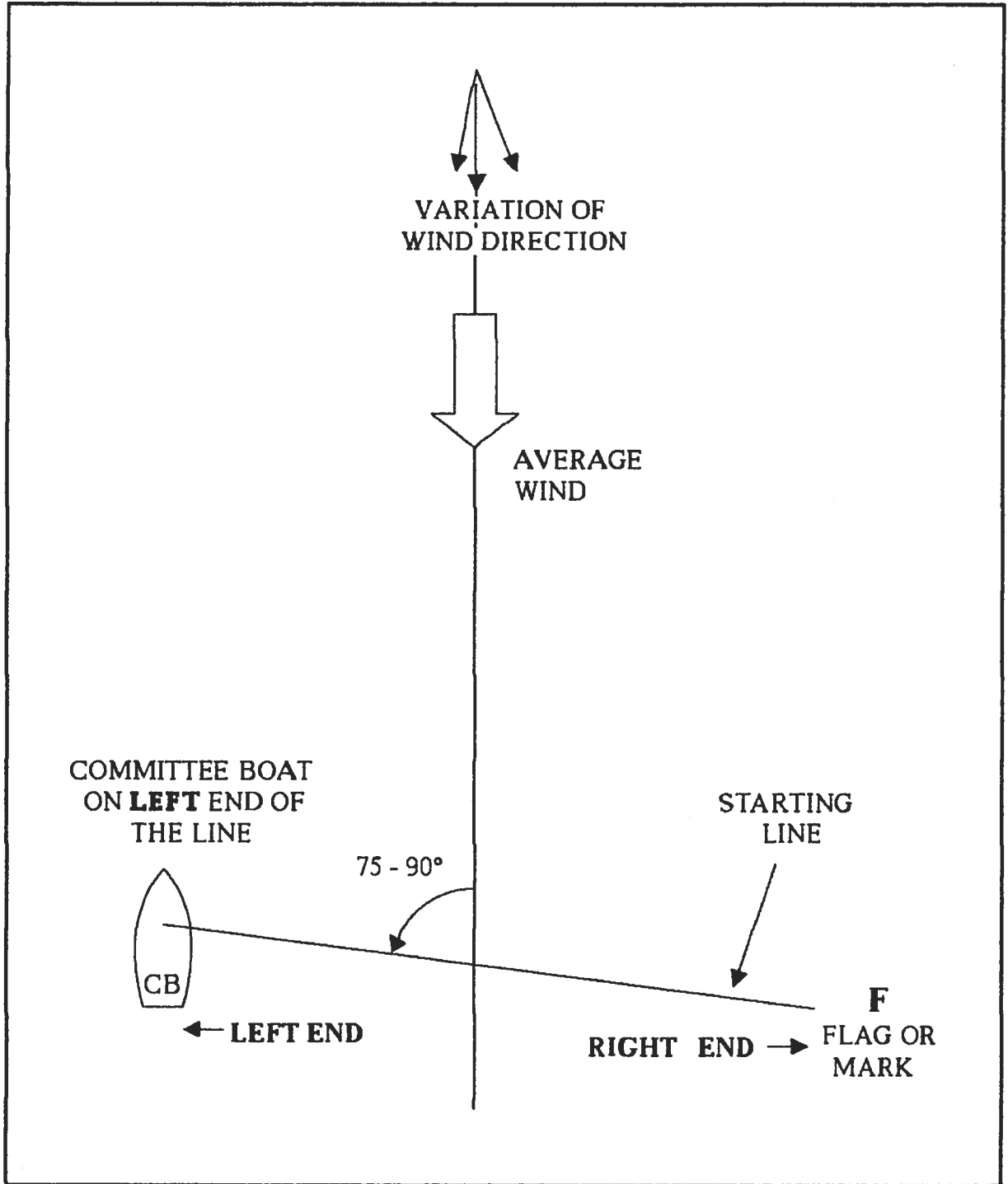
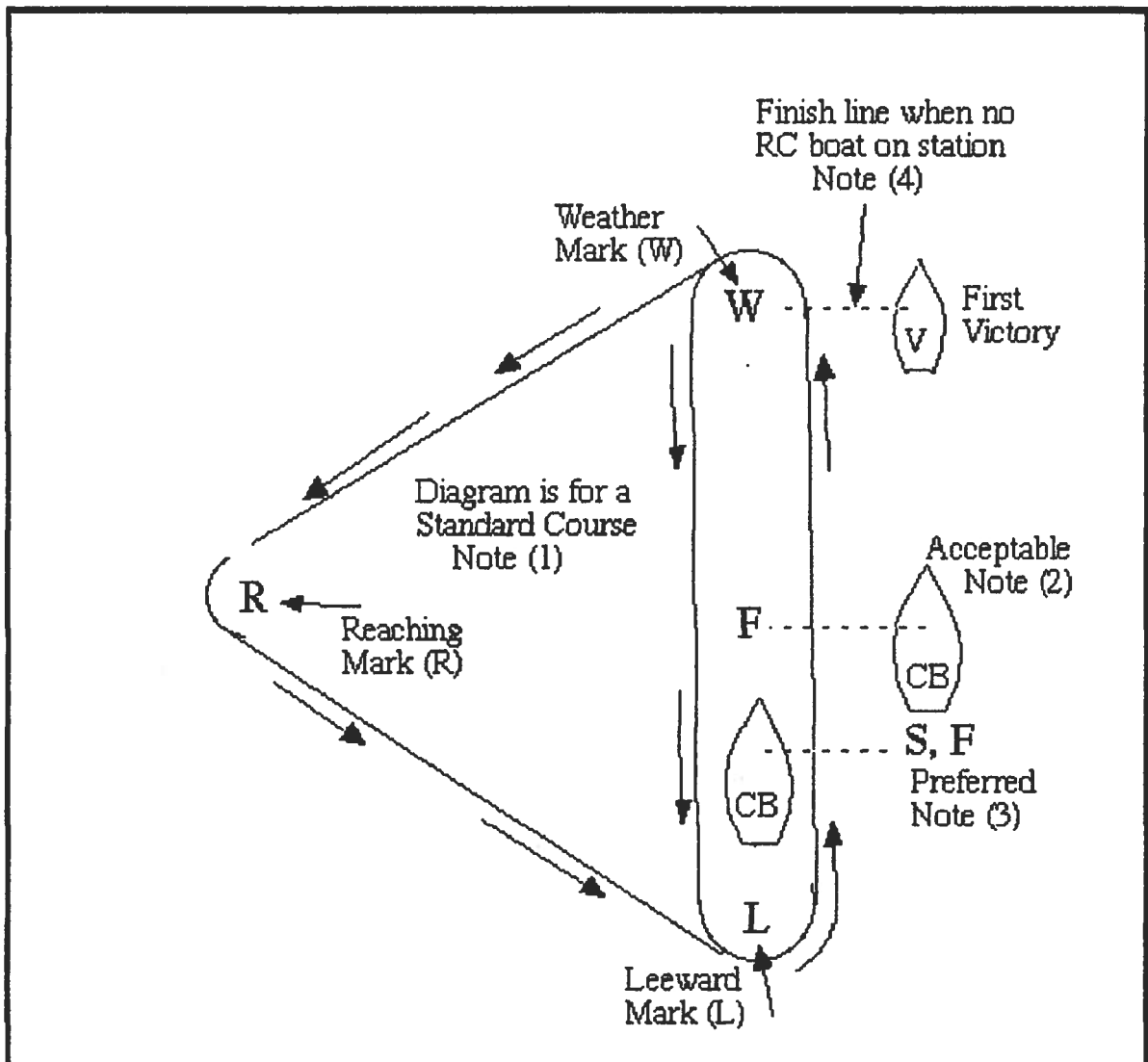


FIGURE 3 FINISH LINE VARIATIONS



- (1) Standard course is shown. For reverse course, the reaching mark is to right side of the WL line and all marks are left to starboard.
- (2) Acceptable finish line (used when finish line is relocated after start).
- (3) It has been accepted practice and is preferred for CSC and TPSC starters to use a common start and finish line with the RC boat at the left end of the line for both start and finish.
- (4) If no RC boat is on station, finish at the weather mark with the finish line perpendicular to the WL line. Pass the mark on the same side as other course marks.

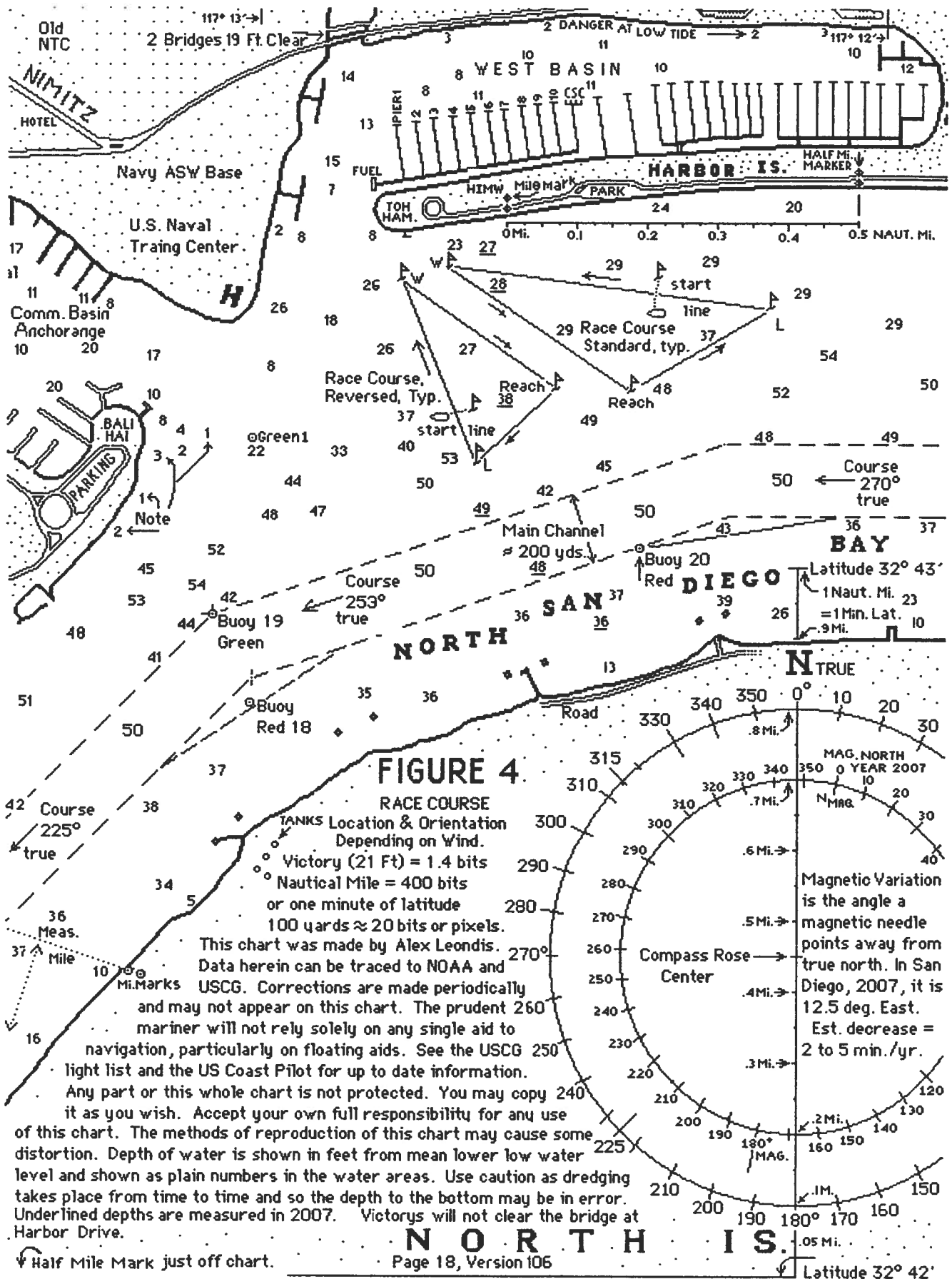


FIGURE 4.

RACE COURSE

Location & Orientation
Depending on Wind.

- Victory (21 Ft) = 1.4 bits
- Nautical Mile = 400 bits
- or one minute of latitude
- 100 yards ≈ 20 bits or pixels.

This chart was made by Alex Leondis. Data herein can be traced to NOAA and USCG. Corrections are made periodically and may not appear on this chart. The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See the USCG light list and the US Coast Pilot for up to date information. Any part of this whole chart is not protected. You may copy it as you wish. Accept your own full responsibility for any use of this chart. The methods of reproduction of this chart may cause some distortion. Depth of water is shown in feet from mean lower low water level and shown as plain numbers in the water areas. Use caution as dredging takes place from time to time and so the depth to the bottom may be in error. Underlined depths are measured in 2007. Victorys will not clear the bridge at Harbor Drive.

NORTH IS.

Magnetic Variation is the angle a magnetic needle points away from true north. In San Diego, 2007, it is 12.5 deg. East. Est. decrease = 2 to 5 min./yr.

FIGURE 5

SIGNALS USED IN VICTORY RACES Starting Aug. 5, 2006

RC BOAT ON SITE (and when last boat of first race finishes)	AP FLAG UP (red and whitestriped pennant)
6 MINUTES BEFORE START (to alert racers to watch for Class flag up in about 1 min)	AP FLAG DOWN and THREE SHORT HORNS
5 MIN. BEFORE START (WARNING SIGNAL)	CLASS FLAG UP (Victory emblem) and ONE HORN
4 MIN. BEFORE START (PREPARATORY SIGNAL)	P FLAG UP (blue with white rectangle at center) + ONE HORN
1 MINUTE BEFORE START	P FLAG DOWN + ONE LONG HORN
START	CLASS FLAG DOWN + ONE HORN
INDIVIDUAL RECALL	X FLAG UP (white + blue cross) and ONE LONG HORN (+bullhorn, voice)
GENERAL RECALL (If 3 or more boats over early)	FIRST SUBSTITUTE FLAG UP (blue and yellow pennant) + TWO LONG HORNS
END OF RACE	HORN FOR EACH BOAT
ABANDON RACE	CODE N FLAG UP (blue and white checkered) + THREE HORNS
SHORTENED COURSE	CODE S FLAG UP (white with blue rectangle center) + TWO HORNS
REVERSE COURSE	CODE R FLAG UP (red + yellow cross)

FIGURE 6

RACE COMMITTEE EQUIPMENT CHECK LIST

CHECK	ITEM DESCRIPTION	COMMENT
	Race Instructions & Racing Rules	RC Box, In RC Boat
	Race Course Numbers (1 thru 7)	"
	Clipboard & Race Assignments	"
	Count-down Timer	"
	Protest Appeal Forms	"
	Tide Table Data	"
	Race Committee Flag	"
	Pen/Pencil & Paper	"
	Air Horn	"
	Phone Number List	"
	Signal Flags (AP, Class, P, reverse course, shortened course, abandon race, individual recall, and general recall)	Flag Bag, In RC Boat
	Course Marks & Mark Anchors	RC Boat
	Inflation Pump & Battery	"
	Bull Horn	"
	Race Number Holder	"
	Fire Extinguisher & Flare Kit	"
	Black Ball (Anchored Boat Signal)	"
	Life Vests & Throwable Flotation Device	"
	Anchor at the Ready (rug on deck)	"
	Engine Gas, Tank, & Fuel Line	"
	Watch	Personal Gear
	Jackets & Raingear if Indicated	"
	Water	"
	Hat & Sun Protection	"
	Binoculars	"