

Grand River Sailing Club

G.R.S.C. RACING RULES (REV:April 2015)



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(REV: 05/05/12)

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1. GENERAL

1.1 Status of Rules

These Rules rank as Sailing Instructions as described in the Racing Rules of Sailing (RRS). Information included in italics is intended to be explanatory in nature and is not part of these Sailing Instructions. The section "Fleet Captain Duties" includes Club rules and is not part of these Sailing Instructions.

1.2 Applicability of Rules

These Rules apply to regular series races sponsored by the Grand River Sailing Club (GRSC.) Additional or amended rules for Summer Series and Specialty races may be distributed prior to those races.

1.3 Order of Precedence of Rules

All races sponsored by the GRSC will be governed by the following in this order of precedence.

- (a) These Sailing Instructions
- (b) The rules of the individual classes designated as participating
- (c) The prescriptions of the United States Sailing Association
- (d) The current edition of the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS)

1.4 Applicability of PHRF

The racing season will be guided by the PHRF-LE handicapping system.

1.5 Changes to the Sailing Instructions

Any change in these Sailing Instructions will be communicated in accordance with the RRS (Ref: 90.2 c). Any changes to these sailing instructions will be posted at least two hours ahead of the Warning Signal for races to which they apply. Any changes made on the water shall be communicated by hail (oral, radio, or both) to affected yachts. The Official Notice Board is located in the "A Dock" pavilion of the Sailing Center (Grand River Marina - Fairport Harbor).

1.6 Shifting Ballast

Shifting ballast is not permitted unless it is included in the yachts PHRF rating certificate.

1.7 GRSC Race Committee

The GRSC Race Committee is specifically defined as the Vice Commodore, Spinnaker Fleet Captain, and Jam Fleet Captain. The Commodore or Rear Commodore may be asked as a substitute on decisive matters where all three of the Race Committee Members are not available. However, the alternates may not elect to be included.

2. RESPONSIBILITIES

2.1 Owner / Skipper

The ultimate decision to sail, to wear PFD's, to use safety harnesses, or to determine a yacht's seaworthiness, rest solely on the shoulders of the owner/skipper. Also, the owner/skipper shall be financially responsible for damage or injury caused by his/her actions when found at fault while racing. The owner/skipper shall fulfill any obligations or relinquish the privilege to race in further GRSC events.

2.2 GRSC Responsibility

The GRSC assumes no responsibility for damage to or loss of your yacht, or any liability for loss of life or personal injury resulting from your racing or intending to race in a GRSC event.

3. ENTRIES

3.1 Spring and Fall Series

Only a yacht owned by or under full season charter to a GRSC member in good standing will be scored in any of the Spring and Fall race series.

3.2 PHRF Cards

Although encouraged, valid PHRF-LE certification will not be required for GRSC club racing. GRSC will assign handicap ratings for any boat without a valid PHRF-LE certificate.

3.3 Summer Series & Specialty Race

All GRSC members are welcome to race their yachts in the summer series and specialty races. Members may also invite non-member yachts to participate in these events as long as a GRSC member is on board during the events or the owner/skipper has signed the club waiver.

All GRSC races/series not part of the regular Spring, Fall, and Summer Wednesday Series will be considered Specialty races. A Specialty Race Plan for these races will be communicated in accordance with GRSC Racing Rules Article 1.5, and via the GRSC website and/or email distribution lists. *A standard Specialty Race Plan form will be available on the website, and will include a description of the event/series, date(s), time(s), race format, scoring method, starting and finishing locations, time limits, race committee, and/or other race management alternatives (starting, finishing, official time keeping, etc.)*

3.4 Fleet Declaration

Each yacht must designate prior to participation in a series if she will be in the Spinnaker or JAM Fleet. Boats may participate and be scored for individual races in either Spinnaker or JAM Fleet, but will only be scored in their designated fleet for any over-all series scores. Boats not racing in their designated series fleet will advise the Committee Boat, Race Committee, and/or the entire Racing Fleet over VHF radio Channel 80 of their intention to race in a different fleet.

3.5 USCG Safety Equipment

Each participating yacht shall have on board at least the minimum US Coast Guard approved safety equipment required for that size yacht.

3.6 Hiking Out

RRS Rule 49.2 applies.

3.7 Autopilots

A yacht may have on board, and use, mechanized self-steering equipment (i.e. an autopilot).

4. SCHEDULE OF RACES

A complete calendar of scheduled races and starting times will be provided prior to the start of the annual racing season.

5. THE RACING AREA

The races will take place in the waters of Lake Erie off the coast of Fairport Harbor, Ohio. GRSC Race Course Card shows the racing area layout, with approximate bearings to and locations of the marks.

6. THE COURSE

6.1 The Course

The GRSC Race Course Card lists the courses, designated by a Course Letter and/or Number. Also, included are:

- a) The scheduled race starting times and sequences.
- b) The starting mark.
- c) The order of mark roundings.
- d) The side to which marks are to be rounded.
- e) The approximate course length.

6.2 Fleet Captains

The Spinnaker & Jam Fleet Captains will establish the course to be sailed and determine whether a race should be abandoned due to weather conditions. The Spinnaker & Jam Fleet Captains are responsible for determining if marks are missing, if time limits are exceeded and/or if courses are to be shortened or changed. (See Fleet Captain Duties.)

6.3 Sunday Spinnaker & Jam Fleet Courses

The Spinnaker & Jam Fleets will attempt to sail two (2) races on every Sunday. When two (2) races are scheduled with an S start, the Spinnaker & Jam Fleet Captains shall call a group one (1), two (2), three (3), four (4) or L1 course for race #1. For S-1 starts, any length course on the S-1 course card can be called. If either Spinnaker or Jam Fleet boats have finished race #1 prior to 11:50 AM the Spinnaker & Jam Fleet Captains will instruct the Committee Boat and/or Fleets to start race #2. No Warning signal to start race #2 will be given after 12:00 PM, noon.

6.4 Course Shorting

If the lead boat on Sunday race #2 does not reach the last mark of the course being sailed by 1:00pm the Fleet Captains will instruct the lead boat to round the next mark and head to the finish line. Course card time limits are in effect. See Rule 12.2 for time limits.

6.5 Committee Boat

When a Committee Boat duty is assigned, the Committee Boat must display course cards prior to the preparatory signal. This modifies RRS Rule 27.1. The Committee Boat must display the course cards for the fleet starting from a fleets preparatory signal and until the fleet has started.

7. MARKS AND OBSTRUCTIONS

7.1 Lettered Marks

Course marks are ORANGE and WHITE spar buoys with two exceptions:

- a) The S-I mark will be designated by the Spinnaker Fleet Captain. S-1 will normally be an inflatable ball, but the Spinnaker Fleet Captain may designate any alternative mark such as another yacht, a point on shore, etc.
- b) X mark is the green navigational light at the west harbor entrance.

7.2 Breakwall

Both the west and east breakwalls are considered obstructions for any course starting from S-I.

7.3 Start/Finish Line

After starting, no yacht shall pass through the start/finish line except when:

- Finishing.
- Rounding a designated mark of the course.
- Passing through as a change of course gate.

At all other times, the start/finish line is considered an obstruction. Violation of this Rule will result in disqualification from that race.

8. SIGNALS

8.1 Signals Made Ashore

Signals made ashore may be flown at the river entrance of the Sailing Center on the east side of the Grand River.

8.2 Signals Made on the Water

Signals made on the water will conform to RRS Race Signals and these rules. Visual signals displayed by the Committee Boat will take precedence over any other communication.
(Refer to the RRS Rulebook and the GRSC Committee Boat Handbook for a list of signals.)

8.3 Course Designation

When Committee Boat duty is assigned, the course to be sailed by a class will be designate by a letter and/or number card displayed by the Committee Boat during that classes start sequence.

8.4 Class Designation

When Committee Boat duty is assigned, each class will be assigned a flag color. The Committee Boat will fly the class flag during the starting sequence for that class.

8.5 Alternate Committee Boat Signals

In the event that a yacht is assigned her alternate Committee Boat duty while on the water, substitute visual signals may be used. The Committee Boat shall attempt to notify all competitors of the substitute visual signals.

8.6 Races Conducted without a Committee Boat

In order to facilitate greater participation, some races may be conducted without an assigned Committee Boat. These races will be announced with the schedule of races (Ref: GRSC Rule 4). For any such races, the GRSC Rules Appendix A - Procedures for Races without an Assigned Committee Boat - will be invoked.

9. STARTING

9.1 Official Time

When Committee Boat duty is assigned, the Committee Boat holds the Official Time.

9.2 Starting Sequence and Signals

a) Scheduled starting times and sequences shall be listed on the GRSC Course Card.

b) The starting signals will be in accordance with RRS Rule 26.

<u>Signal</u>	<u>Flag & sound</u>	<u>Timing</u>
Warning	Class Flag up; 1 sound	5 minutes
Preparatory	“P” Flag up; 1 sound	4 minutes
One Minute	“P” Flag down; 1 sound	1 minute
Start	Class Flag down; 1 sound	0 minutes

9.3 Series Races Starting Order Refer to the current GRSC Course Card for the official starting sequence.

9.4 Fleet Splits

Fleet splits for the Spring and Fall series will be announced with the schedule of races (Ref: GRSC Rule 4).

9.5 Summer Series

For the Summer series, there will be one (1) Spinnaker Fleet and one (1) JAM Fleet.

9.6 Start / Finish Line

When Committee Boat duty is assigned, the Start/Finish Line will normally be a line between the orange flag on the Committee Boat and the S or S-1 mark. If two marks are set for the Start / Finish line, the Committee Boat will not be part of the line. If the inflatable ball is not set as a mark for an inside the wall start, an alternative S-1 mark will be designated.

In all cases, the responsibility for determining the Start/Finish Line and properly Starting and Finishing lies solely with the yacht's skipper.

9.7 Starting Area

The Starting Area is defined as the area extending 200 feet (approximately 6 boat lengths) in all directions from the starting line. During the starting sequence, the Starting Area is reserved for the class who's Warning Signal has been made. Any other yacht within the Starting Area will be subject to protest by any affected yacht and may be disqualified or penalized by the Protest Committee.

9.8 Auxiliary Power

Auxiliary Power must be off from a yacht's Preparatory Signal and until she finishes or withdraws.

10. RECALLS

10.1 Individual Recalls

Individual Recalls will be made in accordance with RRS Rule 29. The Committee boat should make reasonable attempts to contact any OCS boat by hail and VHF radio Channel 80.

10.2 General Recalls

In the event of a general recall, recalled Classes shall cycle to the end of the starting sequence.

10.3 Missing Marks

If a mark of the course is missing, the race is abandoned for the fleets affected. GRSC Rule 10.3 supersedes RRS Rule 34.

11. FINISHING

Finishing shall be per RRS definitions, except that when the direction from the last mark cannot be reasonably determined, the time will be accepted when crossing in either direction.

12. TIME LIMITS

12.1 Time Limits Within a Class

If a boat that is racing does not finish within 45 minutes of the lead boat of her Class she will be scored DNF.

12.2 Time Limits for All Courses

a) Time limits for all courses are listed on the course card. If the lead yacht in a class does not finish in the time listed from the start for that class, the race is abandoned for that class. (See Rule 6.4 for Sunday race #2).-

b) A race will be abandoned for a class if no yacht in that class rounds the first mark within 1 hour of the start of that class. For S-1 starts, a race will be abandoned for a class if no yacht in that class rounds the second mark within 1.5 hours of the start of that class.

12.3 Shorten Course

When Committee Boat duty is assigned, the Committee Boat shall use visual and auditory signals to signify course shortening if the 1:00pm time limit is exceeded on Sunday race #2.

12.4 Time Limits for Shortened Courses

A shortened race will be abandoned for a class if the lead yacht in that class does not finish within the time limit of the course called on the course card.

13. PROTESTS

13.1 General Procedure

a) Protests shall be filed in accordance with RRS Part 5 - Section A. In interpreting RRS Part 5 - Section A, the GRSC Race Committee shall be deemed to be the final authority.

b) In addition to RRS Rule 61 requirements, the protesting yacht shall inform the Committee Boat, Race Committee, and/or the entire Racing Fleet over VHF radio Channel 80 that she intends to file a protest, before leaving the race course.

c) The protest hearing location is at the Sailing Center. Protest time is as soon as practical after the finish of a Sunday race. Protests occurring during a Sunday race will be heard that same day; Wednesday race protest will be heard the following Sunday.

d) In the event that the hearing must be rescheduled, the Fleet Captain shall contact all parties and arrange a suitable hearing date, preferably prior to the next scheduled race of the series.

13.2 Measurement Protests

A formal protest may be lodged by any member against any yacht of the same fleet with just cause to believe modifications have taken place after certification or GRSC rating assignment in accordance with RRS Rule 78.1. The following steps should be taken:

a) Submit a written protest, including reason(s) to believe a yacht is in violation of RRS Rule 78.1 (or other class rules, if appropriate) to the Race Committee.

b) A committee consisting of the Vice Commodore, Handicapper, and Fleet Captain will decide if the protest has any merit, at which point:

1) The protest will be disallowed or,

2) A PHRF-LE or GRSC assigned measurer/handicapper will measure and rate the yacht. This rating will be the final authority, as long as no changes are made on the yacht in question.

2) If the owner of the yacht is found to be in violation of RRS Rule 78.1 due to any modifications, he/she will be disqualified from all events that season.

13.3 Committee Boat Protests

The Protest Committee may disallow a protest against the Committee Boat if the actions of the committee boat had no affect on the finish position of the yacht protesting the Committee Boat.

14. ALTERNATIVE PENALTY

14.1 While Racing

A Two-Turns Penalty, as described in RRS Rules 44.1 and 44.2 is modified to a One-Turn penalty including one tack and one gybe in the same direction. All other aspects of RRS Rules 44.1 and 44.2 still apply.

15. SCORING

15.1 Points System

Scoring for each race will be done using PHRF-LE or GRSC assigned handicap ratings in a Time-on-Time system, and the RRS "Low Point System". RRS Rule A4.1 will apply, with one point applying to first place, two points to second and so on. The scores from each race will be added together to

determine a yacht's score for a series. The Time-on-Time calculation will be based on US Sailing's prescribed formula for Average Conditions with an "A" numerator of 700, and a "B" denominator of 550 + PHRF rating.

15.2 DNF Points

A "DNF" (Did Not Finish) yacht will receive points equal to the total number of yachts that finished the race in their Class/Fleet in that particular race plus one (1).

a) All yachts starting but dropping out of the race shall advise the Committee Boat Race Committee, and/or the entire Racing Fleet over VHF radio Channel 80. Failure to do so will add two (2) positions to that yacht's next race score as an automatic penalty.

15.3 DSQ (Disqualified) Points

A "DSQ" (Disqualified) yacht will receive points equal to the total number of yachts that started the race in their Class/Fleet in that particular race. A yacht scored as DSQ does not count as a finisher.

15.4 DNS Points

A "DNS" (Did Not Start) yacht will receive points equal to the total number of yachts that started the race in their Class/Fleet in that particular race plus one (1).

15.5 Committee Boat Points

A yacht serving as Committee Boat will receive points equal to an average score of her races in that series. Calculations for yacht's average score will be done after throw outs are removed.

a) For class overall award calculations, a yacht's committee boat score will remain the same as it was in a series.

b) The Steger Cup and/ or the Eschelmann Trophy are treated as separate series and a yacht's committee boat score will be calculated separately for these series.

c) Only one Committee Boat score will be counted in any series of six races or less unless: 1.) the boat is assigned the 2nd duty as a result of the Lottery ... no other date options are available or 2.) The boat is assigned that date as alternate duty by the fleet captain.

If a boat has committee boat duty on a Sunday in which two (2) races are sailed, the committee boat will receive the committee boat average score for both races.

d) If a yacht is the committee boat during a race where her class is DNS or has the race abandoned, she will not receive a committee boat score for her class but will receive committee boat points for the Steger and Eschelmann Awards scoring.

15.6 Race Credits

In addition to the normal throw-outs, a boat that misses a Spring or Fall Sunday race day or a Wednesday Summer Series race (due to outside regatta participation or other factors) will qualify for a race credit if: 1.) They notify the Fleet Captain or scorekeeper 1 week prior to the race date **and if a Sunday**; 2.) Two races are actually sailed on that Sunday. The 1-week prior notification is waived for emergencies where the situation is not known in advance. For example: death in the family, unexpected work travel etc. The Fleet Captain or scorekeeper must still however be notified prior to the race. The race credit will be calculated the same as a committee boat average and will be applied to the second race on that particular Sunday. A boat may receive a maximum of 2 race credits per year. A committee boat duty and 2 race credits cannot be utilized in 1 series.

15.7 Counting Races

A race counts for a Class Series as long as two (2) yachts in that Class start the race and at least one (1) yacht finishes.

A race counts for the Steger and Eschelmann Awards as long as two (2) yachts in the spinnaker fleet start the race and at least one (1) yacht finishes.

If a race is abandoned for a class after the class has started that race, the race will not count for the Steger or Eschelmann Awards.

15.8 Throw-Out Calculations

The number of races that count for calculating scores for all awards will be determined using the following throw-out formula:

<u>Number of Races</u>	<u>Number of Throw Outs</u>
1 to 3	0
4 to 6	1
7 to 11	2
12 to 15	3
16 to 19	4
20 to 23	5
24 to 27	6
28 to 31	7
32 to 35	8
36 to 39	9
40 to 43	10

Throw-outs will be calculated for Class Series Awards and for the Steger and Eschelmann Awards. Class Overall Awards will use the same throw outs for each yacht that were used in the class series scoring. Rev. 2008

15.9 Tie Breakers

Ties will be broken according to RRS Rule A8. If the yachts are still tied, duplicate awards will be issued.

16. AWARDS

16.1 Class Series Awards

Each Class will receive First, Second and Third place awards for the yachts with the three lowest scores in each of the Summer series and the Wednesday and Sunday, Spring and Fall series provided 5 or more yachts have participated. First and Second place awards for 3 or 4 yachts and a First place award for 2 yachts.

16.2 Class Overall Awards

Each Class will receive First, Second and Third place awards for the yachts with the three lowest overall scores provided 5 or more yachts have participated. First and Second place awards for 3 or 4 yachts and a First place for 2 yachts. Each yacht's class overall score will be determined by adding the totals of her Wednesday series scores to the totals of her Sunday series scores. Throw-out and committee boat duty scores will not be changed.

16.3 Eschelmann Trophy

This award combines all the spinnaker classes together and treats the Spring and Fall Sunday races as a single series. Throw-outs and committee boat duty scores will be calculated separately from the class series. An Award will be given for First place.

16.4 Steger Cup

This award combines all the spinnaker classes together and treats the Spring, Summer, and Fall Wednesday races as a single series. Throw-outs and committee boat duty scores will be calculated separately from the series. The Steger Cup Award will be given for First place.

16.5 JAM Fleet Awards

JAM fleet will have an overall award for the combined Wednesday Evening(spring, summer, and fall) and Sunday Series(spring and fall).

An award will combine the JAM class spring and fall Sunday races as a single series. Throw-outs and committee boat duty scores will be calculated separately from the series. An Award will be given for First place.

An award will combine the JAM class spring, summer, and fall Wednesday races as a single series. Throw-outs and committee boat duty scores will be calculated separately from the series. An Award will be given for First place.

17. JIB AND MAIN FLEET RULES

In accordance with RRS Rule 50.2, the inboard end of the whisker pole must be mechanically attached to the mast during use. It may not be held, except briefly while the pole is being set or removed.

Per ISAF Case No. 4: Rule 50.3(a) prohibits the use of an outrigger and defines it to be a fitting or other device. A competitor is neither a fitting nor a device. It is therefore permissible for a competitor to hold a sheet outboard, provided that rule 49 is complied with.

(RRS Rule 49.2: When lifelines are required by the class rules or the sailing instructions they shall be taut, and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task.)

18. RADIO COMMUNICATIONS

VHF Channel 80 will be used as the official radio channel for race information. Please set your radio to low power. When calling the Committee Boat and/or the entire Grand River Racing Fleet, refer to it as "Grand River Committee Boat" or "Grand River Racing Fleet".

19. FLEET CAPTAIN DUTIES

19.1 Duties of all Fleet Captains

- a) The Fleet Captains are responsible for determining if their Fleets shall sail, shorten, postpone, or abandon a race. In the case of a postponement, the Fleet Captain shall inform the Committee Boat of the new starting time, subject to the provisions in the Rules for Starting Sequences and GRSC Rules Appendix A - Procedures for Races Conducted without an Assigned Committee Boat.
- b) The Fleet Captain is not authorized to cancel a race. Only the Race Committee is empowered to decide if a race will be canceled or rescheduled. In either event, two weeks notice of the Race Committee's decision will be deemed adequate.
- c) A General Recall can be initiated by a Fleet Captain because of obvious Committee Boat errors.
- d) Time limits for races shall be monitored by the Fleet Captains. If appropriate, abandonment of races due to the expiration of these time limits shall be announced by the Fleet Captain.
- e) The Fleet Captains shall attempt to notify the Committee Boat and all competitors by radio, hail or both when a race is abandoned.
- f) In the event that a mark of the race is missing, the Fleet Captain should advise the Committee Boat and the Fleet(s) affected that the race is abandoned (see 10.3).

g) The Fleet Captain for the affected Fleet will serve on the Protest Committee for all measurement protests.

h) At the end of each race, the Fleet Captains will confer with the Committee Boat and be informed of protests affecting their Fleets. If a protest has been lodged, the appropriate Fleet Captain shall assemble a Protest Committee. If the Fleet Captain is a party to the Protest, the Vice Commodore or other Club Officer shall form the Protest Committee. The Committee Boat skipper, Spinnaker Fleet Captain, JAM Fleet Captain, Vice Spinnaker Fleet Captain in this order will serve on the protest committee as needed to complete a Protest Committee.

i) The Fleet Captain shall monitor the race on the official radio channel.

19.2 Special Duties of the Spinnaker Fleet Captain

a) The Committee Boat is under the direction of the Spinnaker Fleet Captain, though the Committee Boat can determine whether to start the race(s) at either S or S-I marks.

b) The Spinnaker Fleet Captain is responsible for any change or assignment of Committee Boat duty.

c) The Spinnaker Fleet Captain will establish the Course to be raced and instruct the Committee Boat where to position herself for the Course to be sailed.

d) If a race will start from mark S-I, the Spinnaker Fleet Captain will designate what constitutes mark S-I and assist the Committee Boat in setting mark S-I, if necessary.

e) When Committee Boat duty is assigned, the Spinnaker & Jam Fleet Captains shall direct the Committee Boat to Signal a course change for the Sunday Spinnaker & Jam fleets. (See rule 6.4) For races sailed without a Committee Boat per GRSC Rules Appendix A, there will be no course changes.

19.3 Limits of Responsibilities

a) The Fleet Captains cannot modify or alter race rules.

b) The Fleet Captains or Vice Fleet Captains are the only persons responsible for the duties outlined in Rule 19 above.

20. COMMITTEE BOAT DUTY

20.1 Committee Boat Duty Lottery

A committee boat lottery will be held annually at an announced time and place.

a) Each racing member's name shall be entered into a drawing to assign committee boat duties.

b) As names are drawn, each member selects an available date from the racing schedule to perform his or her committee boat duty.

c) If there are more race dates than racers some members will perform two committee boat duties.

d) All members will be assigned one boat duty beforetwo committee boat duties before any member is assigned a third duty. And so on

e) The lottery will begin with the names of all racing members in the drawing.

f) Members will select one (1) date for committee boat duty when their name is drawn. The lottery will continue until all the names are drawn. If there are still open dates, all the names will be put back into the lottery and the lottery will continue in this fashion until all dates are filled. Rev 2008

g) If there are more racers than scheduled races, the members that are not assigned committee boat duty

shall have their names drawn and placed on an Alternates List in the order they are drawn.

h) Any member that selects two committee boat duties in one series when other dates are still available in the lottery, will only be allowed to count one CB duty in that series and the other date will be scored DNS. If a member is assigned two committee boat duties in the same series because no other dates are available in the lottery, that member must try to find another boat that will voluntarily trade and take one of those dates. If unable to find a boat to trade with, that boat may count two CB duties in that series.

i) All members that were assigned only one committee boat duty will be added to the Alternates List first in the same order they were drawn. Boats assigned two committee boat duties will be added to the Alternates List after the boats with one duty in the same order in which they were first drawn in the lottery.

j) If the committee boat does not show up for her duty, the Spinnaker Fleet Captain shall assign the duty to the yacht at the top of the Alternates List. The yacht assigned must serve the duty or retire. Once a yacht has served as an alternate, her name shall be removed from the Alternate List.

k) A yacht on the Alternates List will not have to perform alternate duty in a particular race if she cannot count her alternate committee boat duty score because of another committee boat duty in the same series. The Spinnaker Fleet Captain will move down the Alternates List to the next yacht that will be able to count the score.

l) If a yacht volunteers to perform the alternate committee boat duty her name will then be removed from the Alternates List.

m) Racing members that do not attend the lottery meeting will have their names drawn during the lottery and will be assigned committee boat duty at the race committee's discretion. Racing members that cannot attend may have another club member or crew represent them at the lottery.

n) Failure to perform assigned committee boat duty, or duty as a selected alternate, has the following repercussions:

- Disqualification from all awards for the year.
- Placement at the top of the alternate list.
- Membership status will become probationary and continued membership in GRSC is subject to the discretion of the GRSC Board for a period not to exceed one year.

o) Committee boat duty may be exchanged with another qualified GRSC member provided the Vice Commodore is notified by both parties and approves the exchange at least 48 hrs prior to the race. (on Sunday double races, the committee boat assigned for that day will be the committee boat for both races and get the committee boat average for both races)

20.2 Joining after the Lottery

a) A new racing member that signs up for racing after the lottery shall perform a Committee Boat duty on his/her own yacht relieving the member, last-out-of-the-hat, of a double duty, or, if there are no remaining double duties, becomes the first alternate.

b) Any member that paid racing dues the prior year and signs up for racing after the committee boat lottery and before July 1st shall be assigned two committee boat duties. This member shall perform a Committee Boat duty on his/her own yacht relieving the two members, last-out-of-the hat, of one each, of their double duties. If there was only one double duty, the late-signing member will relieve the double duty member of one of his/her two duties. If there are no remaining double duties, this member will become the first alternate. After July 1st the same rules will apply except only one committee boat duty will be assigned.

G.R.S.C. RACING RULES APPENDIX A

PROCEDURES FOR RACES CONDUCTED WITHOUT AN ASSIGNED COMMITTEE BOAT

(Rev: 05/05/12)

RADIO COMMUNICATIONS:

In accordance with GRSC Rule 18, VHF Channel 80 will be used as the official radio channel for race information. Please set your radio to low power. When calling the entire Grand River Racing Fleet, refer to it as "Grand River Racing Fleet".

COURSE TO BE SAILED:

Courses will be determined in accordance with GRSC Rule 6.2, whereby the Spinnaker & Jam Fleet Captains will establish the course to be sailed and determine whether a race should be abandoned due to weather conditions.

START/FINISH LINE:

The Start and Finish Line will be between a temporarily set GRSC mark (anchored ball, inflatable tetrahedron, or other mark) and -S- mark.

For inside the wall starts, the start will be between the temporarily set mark and the inner-harbor, green (rectangular) navigational day-marker - located on the river entrance pier. (For inside the wall starts, the mark/ball should be placed south of the break-wall sand-bar – and east of the freighter channel.)

A volunteer or assignee will bring the temporary mark to the course and, as required, the spinnaker fleet captain or alternate will assist in providing direction regarding the setting of the line.

START SEQUENCE:

A boat willing to volunteer or the fleet captains/alternates for the first fleet to start will announce the 6 minute wake-up, the 5 minute warning, 4 and 1 minute preparatory signals for the first fleet to start by sounding the horn signals over Channel 80.

A volunteer or the fleet captain/alternate for the second fleet, may signal the first fleet's start, and will begin the second fleet's start sequence 5 minutes after the start of the first fleet, by sounding horn signals over Channel 80.

Example: 6:54pm-wakeup, 6:55pm-5minute warning, 6:56pm-4minute, 6:59pm-1minute, 7:00pm-start followed by 7:05pm-5minute warning, 7:06pm-4minute, 7:09pm-1minute, 7:10pm-start

Standard GPS timekeeping is preferred – or the timekeeping between the two boats signaling the starts will have to be calibrated.

(If only one fleet races – the assigned boat will announce the entire start sequence.)

FINISHING:

The first boat to finish ***in each fleet*** will record the finish times for that fleet. The first boat to finish will announce their finish time (time of day – hours/minutes/seconds) over Channel 80, and then immediately position themselves to observe & record subsequent boats to finish in their fleet. For the last race of the day, boats that are lagging significantly behind boats that have already finished may release the boat taking finishing times from the finishing area by hailing them on Channel 80 and then announce a countdown to when they cross the finish line. (For example, call the boat recording the finish times on Channel 80: "Calling boat XYZ, this is *Trigger*, about to finish: 5-4-3-2-1 - Mark".) Boats reporting their finish over the radio do not report times! The boat recording the finishing times will capture all times using the same clock/watch so that calibration will not be required between boats.

RETRIEVING THE STARTING BALL:

Last boat to finish from all competing fleets retrieves the temporarily set start/finish mark.

SCORING:

Boats recording the finish times for each fleet will provide the recorded finish/elapsed times directly or via email to the GRSC Secretary/Scorekeeper – or leave a completed record sheet in the storage shed at the GRM pavilion. All boats should carry a blank score-sheet to record finish times as it should be their hope/goal to be the first to finish.

On Course Side (OCS) / Over Early:

An honor system will be utilized - whereby the skipper/person-in-charge of the boat is ultimately responsible for starting correctly - and if they consider themselves to OCS before the start, shall return to restart in accordance with the standard "P" flag rule requirements.

Advanced notice will be provided for all races/series that will be run without a committee boat.

All other established GRSC and/or RRS racing rules remain unchanged.