

# CANDLEWOOD YACHT CLUB

## 2024 GENERAL RULES FOR RACING, SCORING AND AWARDING PRIZES

### 1. ELIGIBILITY TO RACE

- A. Any active member (husband or wife) or dependent residing in the same household may skipper a boat of a recognized fleet in competition for awards.
- B. The skipper must be at the helm for the start and finish and during substantially all of the race including rounding of all marks.
- C. A "recognized fleet" is a group of boats, not necessarily of the same class, in which three or more of the type are sailed on a regular basis by an eligible skipper.
- D. Single-handed entries must wear a life preserver.
- E. All Cruiser class boats must have a motor on board.

### 2. QUALIFICATIONS FOR AWARDS

A. **Number of Awards:** The number of awards given to each "recognized fleet" shall be governed by the number of participating boats as follows:

Number of Yachts Qualifying For the Series	Number of Awards Presented
Six or more	3
Four or five	2
Two or three	1

B. **Requirements to Qualify:** Skippers may qualify for fleet awards by meeting the requirements for series races sailed as follows:

1) **Races to Qualify:** The total number of races which are required to be sailed for individual skipper qualification for any series is shown in the following table:

Number of Official Races Conducted in a Series	Minimum Number of Credited for Qualifications
4 or 5	2
6 or 7	3
8 or 9	4
10 or 11	5
12 or 13	6
14 or 15	7

2) **Race Committee Duty:** Skippers must have worked R/C for at least one event during the season.

3) **Race Credits:** Credit may be obtained toward the number of races sailed for individual skipper qualifications by participating in outside events or on race committee services.

a) Service on race committee counts as one race sailed for each race served but only when such service is officially authorized in advance by the Race Committee Chairman.

b) CYC series races missed while participating in or travelling to or from sanctioned class regattas, count toward the skipper's total. However, if his class does not race while he is away or scheduled to serve as race committee, he receives no credit. It is the skippers responsibility to notify the R/C Chairman to receive credit for regattas.

4) **Special Fleets:** Provisions will be made for competition in special fleets. Any skippers falling within a common category of a recognized fleet may form a special fleet for competition in any series by announcing their intentions and obtaining the concurrence of the Fleet Captain and the Race Committee Chairman prior to the start of the series. Special fleets will start at the same time as their overall fleet but will be scored separately and may sail a shorter course than the overall fleet.

Examples of special fleets are:

- Flying Scot Fleet
- Catalina 22 Fleet
- Capri 22 Fleet
- Cruising Fleet
- Junior skippers, those under 18 years of age as of June 1
- Sunfish, Optimist

### 3. SCORING:

High Point Percentage will be used for normal series. Low Point will be used for special events (ie: VC Cup, Fleet Championships)

Boats must compete in 50% or more races within a series. In Low Point events, missed races will be credited as n+1 where n=number of boats competing in the missed race.

Credit will be given for boats that served as R/C during the series

Credit will be given for boats that traveled to regattas

No "throw outs" will be allowed

Standings will be updated weekly on the website and will be posted

## 4. AWARDS

A. Awards shall be given to the winners of each recognized fleet for all series, special races (e.g., long distance, skipper crew, club championships, fleet championships), and special categories.

B. Awards of CYC glasses will be made to the winner of each class for each race by the Day Chairman at the conclusion of the day's races, and after all material protests have been settled.

## 5. STARTING SEQUENCE

- The Starting Sequence should be initiated at exactly the scheduled start time, unless wind conditions dictate otherwise.
- The start will not be held for boats not on the course at the designated time.
- The Safety Boat will not be available to tow any competitors starting at 40 minutes before the scheduled start time.
- The sequence can vary depending on fleets participating.
- Competitors should check in with R/C prior to the scheduled start time.

Count  
Down

Actions

- begins      Warning signal (4 horn blasts) - 1 minute before the start sequence

5              Horn, Hoist Class Flag,

4              Horn, Hoist Preparatory Flag

1              Long Horn, Lower Preparatory Flag

0/5            Long Horn, (Start First Class), Lower Class Flag, Raise Next Class Flag

4              Horn, Hoist Preparatory Flag

1              Long Horn, Lower Preparatory Flag

0/5            Long Horn, (Start Second Class), Lower Class Flag, Start Stop Watch  
(Record time of day, as a backup to stop watch)

If more than 2 classes are racing, continue the sequence by raising the next class flag.

## 6A. RACE ABANDONMENT



In the event of a serious thunderstorm hazard (lightning and/or winds over 30 knots), the R/C will abandon the race by hoisting the "Abandon" signal, sounding two Horns and sending out the safety boat to tell the fleet. R/C and safety boat will remain on the lake until all sailboats are out of danger.

## 6B. RACE POSTPONEMENT



Races not started are postponed for 15 minutes. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.

## 7. SHORTENING COURSE

We like to have races complete in 90 minutes (45 minutes for H/W) . Any race which is longer than 2 hours (1 hour for H/W) from fleet start to first finisher in fleet will be abandoned. Rather than abandon the race, the R/C will shorten the course, if possible. There are two ways to shorten the course.



A. **Course Change or Mark Movement:** If the long course was assigned and that turns out to be a mistake or if R/C wants to move the location of a mark during a race. First, have the safety boat move the mark if needed and then set up station at the mark before the lead boat. Then R/C will hoist flag "C", sound three Horns while the crash boat notify racers as they round the mark. The new finish line should be set up so that the boats rounding the last mark be on the proper side to cross the finish line with the pin to port. Any changes must be made before the lead boat rounds the preceding mark.



A. **Shortened Course:** If boats will have difficulty finishing a course in time, the R/C will shorten the course by setting up a finish line at the mark ahead of the lead boat. Then R/C shall hoist the code flag "S", and sound two horns. Leave the R/C boat on station and use the mark as the pin for the finish line. Boats will finish as they cross between the R/C boat and the mark. The repositioned finishing mark will be taken on the port side.

## 8. FINISH LINE

The normal finish line is set by moving the pin closer to the R/C boat so that the distance is no more than 50 feet. When the finish line is set, the R/C will hoist the blue flag to indicate the R/C boat is on station to finish. The first boat to finish in each recognized fleet should be given a Horn and all following boats should be given a whistle. The R/C will record elapsed time (from the stop watch or time of day watch) for all boats. Yachts finish when any part of the boat or its rigging or crew (including the spinnaker) in the "normal" position crosses the line.

## 9. STRAGGLERS

Yachts that do not finish within 45 minutes of the first finisher in its fleet will receive a DNF. Race Chairman are expected to make sure those boats are ready to start the next race before initiating the starting sequence.

## 10. PROTESTS

- a. The R/C will protest yachts only for unsportsmanlike conduct or over early. Protests for all infringements of the rules must be lodged by competing yachts, except as otherwise specified by the USYRU Rules of 2004.
- b. A protesting yacht must make an attempt to notify violating yachts of her intent to protest. This will allow the offending yacht to exonerate herself by using the 720 rule. The only exception is the touching of a mark by a racer that directly tacked in front of starboard vessel at a mark rounding. This is an DSQ, no 720's allowed
- c. Competing yachts wishing to register a protest must do so with the R/C at the conclusion of each race and must display a protest flag at the earliest opportunity after the violation. The protest flag must remain displayed until crossing the finish line or the protest will not be recognized by R/C.
- d. In the event of a valid protest, the R/C will organize a Protest Committee to hear the protest after the conclusion of the day's races.

## 11. LIFE JACKETS



When the R/C boat display this flag (or a life jacket) ALL racers MUST wear a Coast Guard approved PFD

## 12. PHRF HANDICAPS

The Cruising Fleet uses a handicapping system known as the PHRF system. This system attempts to level the playing field when boats of different classes (and speed capabilities) race against each other.

CYC uses the Time Correction Factor (TCF) version of this handicapping system. That means that each boat's actual finish time is multiplied by the boat's TCF to get a 'corrected time'. The order of finish is determined by the lowest corrected time.

The TCF for each boat is found on a page in the R/C Instructions and Forms book. It is titled "**CYC Cruising Fleet Handicaps**".

## 13. PHRF CALCULATIONS

Get the 'actual time' for each boat. The 'actual time' does NOT include the 5 or 10 minutes preceding the actual starting signal for the cruising fleet, that must be subtracted out.

Convert the 'Actual Time' into Seconds:

35 min 45 Seconds is  $35 \times 60 = 2100 + 45 = 2145$  seconds

Take the actual time in seconds and multiply it by the TCF for the boat:

$2145 \times .7647$  (TCF for a Catalina 22) = 1640.3 Seconds is the 'Corrected Time'.

If in the same race, a Capri 22 finishes in 33 minutes and 55 seconds

$34 \times 60 = 1980 + 55 = 2035$  seconds

$2035 \times .8553$  (TCF for a Capri 22) = 1740.5 Seconds of 'Corrected Time'

In this example the Catalina 22 has the lower corrected time and therefore beats the Capri 22 even though the Capri 22 crossed the finish line first.

Always carry the calculation to at least one decimal place. We have had races determined by less than .3 seconds.