

ONEIDA LAKE SAILING CLUB  
2022 RACING SEASON  
SAILING INSTRUCTIONS

1. RULES

- 1.1. All races conducted during the Oneida Lake Sailing Club (OLSC) race season will be governed by the rules as defined in *The Racing Rules of Sailing*, and amended herein.
- 1.2. Racing rule 1.2 Life Saving Equipment and Personal Floatation Devices (PFD) applies. OLSC highly recommends all individuals wear a personal flotation device from the beginning of the race, at the preparatory flag, until the boat has finished or withdrawn from the race. If the Race Committee has displayed the “Y” Flag prior to the start of a race, wearing of a PFD is mandatory for all participating crew members. Failure to do so will result in disqualification for the boat(s) involved.
- 1.3. Racing Rule 23.1 is amended as follows: A boat not racing shall not interfere with a boat that is racing. For all OLSC events consisting of more than one class, the class that is in its prestart sequence shall have right of way, on the pre-start side of the starting line and its extensions, over all boats in subsequent classes. The Right of Way rules 10, 11, 12 and 13 shall not apply between boats in the starting class and the keep-clear boats as defined in this paragraph. In addition, Racing Rule 44 is amended as follows: The penalty for breaking Rule 23.1 as amended herein, shall be to complete 2 penalty turns after the starting signal for the penalized boat in accordance with Rule 44.2
- 1.4. Racing Rule 29.2 General Recall is amended as follows: When a general recall is signaled as described in Rule 29.2, the starting sequence for a subsequent class racing shall continue. The preparatory signal for the recalled class will be given with the starting signal for the class in progress. Any other classes racing will then be started in their original order following the restart for the originally recalled class.
- 1.5. Racing rule 34 is supplemented as follows: When no committee boat is present for a race and two racing marks are used for the starting line and during the course of the race either one or both of the marks moves out of their original position(s) then the new line formed by the marks in either situation shall define the finish line. If the new position of the finish line in either case is parallel to the direction from the last mark of the course, then boats may finish in either direction through the line.
- 1.6. Lengthening a Race. The following rule is added to allow for incrementing the number of laps in a race after the start. The race committee may add a lap to a race by displaying the “E” flag with two sounds, at either the original finish line or at a rounding mark of the course. The symbol for the type (W1, W2 or T) and number of laps being added will be displayed. In all cases, the original course will be completed before sailing the added lap(s). This means boats must sail through the finish line as if finishing and then sail the additional lap(s). If the original course was a W1 or T it means the line is treated as a gate, with boats passing between the pin end of the line and the committee boat and then turning around either end of the line to sail the additional lap(s). If the committee boat has moved to a rounding mark to signal for an additional lap and is unable to recover to the original line in time for the first boat to start the new lap the following rules apply. For a W1 as the last original lap, the pin becomes a turning mark and is passed to port. For a W2 the pin is an obstruction and not a mark of the course. In this case the new lap starts at the leeward mark. For a T lap the pin will be passed on the same side port/starboard as the other corners of the triangle being added.

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2. POLICY

- 2.1. It shall be the policy of OLSC to take all measures necessary to insure the safety of our members and guests in all of our activities. In order to further this policy, it is therefore mandatory that all of our race participants, skippers and crew alike, agree to adhere to the following conditions:
- 2.2. No person on board a boat shall consume alcohol while racing; where racing is defined in the Racing Rules.
- 2.3. The skipper of each boat is required to conduct an inspection of all safety equipment on board to insure it is functioning properly before leaving the dock to compete.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board at Callahan's Marina.

4. CHANGES TO SAILING INSTRUCTIONS

Any change(s) to the sailing instructions will be posted on the Official Notice Board at Callahan's Marina.

5. RACING LEVELS AND HANDICAPPING

OLSC has two racing fleets, designated the Open Fleet and the White Sail Fleet, which provide sailors with two levels of racing competition.

- 5.1. **Open Fleet:** Open to any member of OLSC with an established PHRF handicap. Boats may use spinnakers when racing in this fleet. The open fleet is split into two divisions, PHRF 1 and PHRF 2. PHRF 1 includes all boats with a PHRF rating of 174 or lower and PHRF 2 is all those boats with a rating of 177 or higher. A boat with a rating higher than 174 may compete in the PHRF 1 Division with approval of the race committee. The J-24s will constitute a separate subdivision within the PHRF 1 Division. Each boat will be scored and awarded points in their respective division and subdivision. Season champions will be determined for each PHRF Division, and for the J-24 subdivision. Races sailed by this fleet will have two starts with the PHRF 2 division starting 5 minutes before division 1. If there are two or less boats in either division for any race, then there will be only one start for that race. Boats competing in this fleet will be scored using the PHRF handicapping procedure described in 5.3 below.
- 5.2. **White Sail Fleet:** Open to any member of OLSC. This fleet was established as a developmental fleet and is generally considered to be less competitive. Boats in the White Sail Fleet may use only main and/or jib sails while racing. The White Sail Fleet consists of one division. Races sailed by this fleet will have one start. Scoring for this fleet will be based on the Club Handicapping System described in 5.5 below.
- 5.3. **PHRF Handicap Procedure:** PHRF handicaps will be determined from the current issue of the US SAILING PHRF Handicaps Book. For each class of boat, the median PHRF for that class will be used as a base number. If that number is not evenly divisible by three, then it will be rounded to the nearest number divisible by three using standard round off rules. Other adjustments are made to the handicap to allow for sail inventory, motor in water, etc. Any skipper who believes his handicap to be incorrect may appeal in writing to the Race Committee for a review. This appeal should state the reasons for the requested appeal. The Race Committee will consider the reasons given and render a decision.

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- 5.4. Boat skippers and/or owners are obligated to promptly inform the Race Captain or the OLSC handicapper of any changes in sail inventory or modifications to the boat or on-board equipment that may affect their PHRF rating for the current sailing season. PHRF ratings will be posted prior to the start of the season and forms will be available to institute any change. The obligation for notification belongs to the owners or racers of the boat. Any boat for which changes that affect its PHRF rating are not reported will be subject to appropriate penalties and/or disqualifications.
- 5.5. **Club System Handicap:** This system rewards improvement of the skipper and crew from race to race, much like a bowling or golf handicap. A handicap is computed for each race by dividing the time of the scratch boat by the times for each of the other boats racing. The score for each race is determined by multiplying the times for that race by the average of the 3 previous computed handicaps. No race handicap is computed for any boat that does not compete in a particular race. Boats that sailed at least three races the previous season will start the current season with the end of season rating for the previous year. As each race is sailed, one third of the previous season's handicap will drop out. After three races, the current handicap will be based solely on the current season's results. Club handicaps for new OLSC sailors will initially be equal to the PHRF for their boat as determined in 5.3 above.

6. CLASS FLAGS

Unless otherwise indicated the class flags for all events shall be as follows: lime green for PHRF 1 boats and magenta for PHRF 2 boats. The White Sail Class Flag will be lime green.

7. TIME LIMITS

- 7.1. **Starting Time:** There will be a twenty-minute time limit after the starting signal for all boats to cross the starting line. If a boat fails to start within this time, it shall be scored DNS.
- 7.2. **First Mark:** If the leading boat does not reach the first mark within 60 minutes after the start, the race will be abandoned or shortened. The leading yacht or committee boat, if present at the first mark, will make this determination. If wind conditions dictate the use of a short leg to enable a windward start the windward mark at the end of the short leg will **not** count as the first mark for purposes of this rule. In that case the time limit to the next mark of the course will be 70 minutes from the starting signal.
- 7.3. **Finishing Times:** Unless otherwise stated, the following limits on race duration shall apply to all races conducted by OLSC, except as noted below. Rule 35 of the Racing Rules applies.

Evening races 2 hours

Weekend races 3 1/2 hours

Time limits for the Commodore's Cup, the White Sail Regatta, the Frenchman's Island race, the Oneida Lake Cup or any other special race will be determined on race day and/or posted in the respective Notice of Race.

- 7.4. **Finishing on the course:** The race committee, in the interest of time, can finish a boat on the course when it can be determined mathematically that the finishing position of that boat cannot improve with regard to any other boats in its division (class), or in a race with an overall score with regard to any other boat in the race. The boat will not be scored as DNF but rather in the last position relative to the boats racing.

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8. SCORING

- 8.1. Race scoring will be time on time and based on the low points system as described in Appendix A to the Racing Rules of Sailing.
- 8.2. Pursuant to Rule A2.1 a boat is considered in the season series results if it competes in at least 1/3 of the races scored (actually sailed). Season results for a boat will be calculated on the basis of the 70% of the races scored, which yields the lowest result for that boat. Standard round off rules will apply.
- 8.3. To be eligible for season scoring a skipper must be a member in good standing of OLSC and have paid the required fee for the series in question.
- 8.4. Changing Boats
  - 8.4.1. The places won and the series points earned will be awarded to the owner irrespective of the boat being sailed or the handicapping system in use. If the skipper changes boats during the season, the places won and the series points earned will be transferred and added to places won and the series points earned by that skipper with other boats in subsequent races.
  - 8.4.2. Since the Club Handicap is a rating of the skipper sailing a particular boat compared to the top boat/skipper combination, the skipper must use a new Club Handicap for a new boat. The places won and the series points earned under Club Handicapping will be added to those earned with other boats in subsequent races.
  - 8.4.3. The above provisions do not permit transfers back to any boat previously used by a given skipper during the same season.

9. RADIO COMMUNICATIONS: The official race channel will be VHF 72.

10. COMMITTEE BOAT OBLIGATION

- 10.1. OLSC has a permanent cadre of Race Management (RM) personnel to man the race committee boat for Open and White Sail races. The Race Captain will solicit and maintain a list of volunteers willing to help when needed. When one or more of the permanent RM cadre will be unavailable the Race Captain will attempt to find a substitute from the list of volunteers. If no volunteers are available for a given race, then the race Captain will solicit a volunteer from the racing fleet. Again if no volunteer is forthcoming an honor start shall be used.
- 10.2. OLSC also has a permanent committee boat which is available for use in performing race management duties. A boat owner who performs committee boat duties using this boat, or any other boat besides their own, in accordance with paragraph 10.1, may also receive racing credit for the same race, if their boat is sailed by another person in that race.
- 10.3. A skipper who pulls committee boat duty per paragraph 10.1, and whose boat does not also race, will be assigned a score for that race which will be his/her average score for all races sailed by them in that series.

11. PROTEST PROCEDURES: The procedures for protesting an action by a competitor while racing, including informing the protestee, the contents of the protest, and the protest time limit, shall be in accordance with Part 5 of the Racing Rules of Sailing.