

ROCKY FORK SAILING CLUB

2024 Season – Racing Rules

A. Race Conduct

- 1: All races will be governed under the current US Sailing rules except as noted in these rules.
- 2: All members in good standing of RFSC are eligible to participate in the racing program. The boat owner (or boat owner's spouse) must be on-board during the race and responsible for the vessel.
- 3: It is **STRONGLY RECOMMENDED** that:
 - All racing boats carry safety equipment as required by Ohio law (Look it up!)
 - A working VHF radio be on each racing boat (68 is typical channel)
 - Life jackets be worn by any skipper sailing solo
 - Life jackets be worn by everyone under age 12 on the boat
- 4: Racing calendar is as shown on the RFSC calendar. Only numbered races count for Cup Awards.
- 5: The racecourse will be based upon race day conditions and announced at the Skippers 'Meeting.
- 6: There must be at least three boats to start an official race. If only two racers show up, then an official race will nevertheless be endeavored to be held – at the sole discretion of the Race Chair – by having the committee boat participate in the race.
- 7: All Cup races in 2024 will have standard starts.
- 8: Starting sequence is a warning signal horn at 5 minutes before start of first boat. After 5 minutes the official start horn will sound. All official start and finish times will be recorded from the start horn time. Additional courtesy prompts or signals are at the discretion of committee boat.
 - Note that 5-minute horn is the preparatory signal signifying that the racing rules are in effect.
- 9: A barging buoy may be set behind the committee boat to warn skippers to keep clear of the committee boat. Such a barging buoy shall be considered as part of the committee boat.
- 10: A boat that is over early must fully return to the pre-start side of the starting line. It does not need to go “around the ends” (pin or committee boat) to return. A returning boat has no rights and may not interfere with any boat starting correctly.
- 11: A race may be canceled, abandoned, shortened or modified by the Race Chair for lack of wind or bad weather, either before or during a race.
 - For clarity, “before” means both the day of the race and under certain conditions the evening prior: If, at 6pm± the evening before, the base wind (not gusts) for 2pm on race day is forecast at 4 mph or less, then the Race Chair may cancel the race by declaring it so via email to RFSC@Groups.io by 7pm. Wind forecast will be per the Windfinder app for Hillsboro/Rocky Fork Lake (mobile app or www.windfinder.com/weatherforecast/hillsboro_rocky_fork_lake)
- 12: Canceled races will be attempted to be made up on the dates on the posted calendar.
- 13: In the event a boat hits a mark on the course, the penalty is one 360-degree turn. The turn must be made as soon as reasonably possible but should not interfere with other boats.

14: In the event one boat fouls another, then the penalty is one 360-degree turn, as soon as reasonably possible but without interfering other boats. The fouled boat must promptly notify the fouling boat, by either voice or VHF, that she has been fouled. (At times, a skipper may be unaware of having fouled another boat – notification by voice/VHF is required to prevent a DSQ at a post-race hearing of a boat who would have done a 360 had they known that a protest was being declared.)

15: All protests must be lodged within 15 minutes of finishing. The protesting boat must notify the committee boat, who will notify the Race Chair. The Race Chair will then assemble a protest committee immediately following the race to hear the protest and render a decision. The decision of the protest committee is final.

16: RFSC races are held as a Jib and Main Handicap Fleet. No Spinnakers are allowed in official races. Multihulls and spinnaker boats must be in separate classes from the standard fleet. If there are three or more of these types or other classes, they will be started separately and cannot qualify for the Cup.

17: For regattas and special events spinnakers may be allowed and will be announced by race committee.

B. Handicaps, Scoring & Awards

18: Race committee will publish information for determining PHRF corrected time and Gents handicap prior to the start of the racing season. Race Committee shall have the authority to propose adjustments to any PHRF or Gents handicap that appears materially incorrect within our clubs program. Change would be subject to race committee vote and approval of Commodore. Members of the Race Committee may comment on their individual handicap but cannot vote on it.

19: Headsail Declarations - At the Skippers Meeting, Skippers must declare the largest headsail they want authorized for that day's race(s), for handicap purposes. If there is any reason for uncertainty of headsail size, the Race Committee may request and take measurements. Race Committee, with approval of the Commodore, will make final determinations on all headsail issues. Members of the Race Committee may comment on their headsail size but cannot vote on it.

20: Every attempt will be made to post race results prior to the next racing date.

21: Gent's placement (for 1st, 2nd and 3rd place) for each race will be acknowledged at a soon-to-follow RFSC social function with placement based on Gents HC adjusted time (each boat's PHRF corrected time will be adjusted by the Gents HC). The Gents HC will be calculated by averaging the ratio of a given boat's PHRF corrected time to that of the 1st place boat's time for that boat's five most recent races. New racers will be given a Gents HC of 1.20 until five races have been completed. Veteran racers with a new boat will continue with their existing Gents HC as if no change of boats.

22: The RFSC Cup series is our season's Club championship. At the annual Commodore's Dinner, we will give trophy awards to the top 3 finishers per Rule 24, as well as an award for Line Honors. The Line Honors will be awarded to the boat which physically finishes first the most times during the season (i.e., no handicap applied).

23: To qualify for the RFSC Cup, a boat must serve as committee boat for one race. The boat scheduled for committee boat duty cannot be raced by its crew or scored for that race. Crew may do committee boat duty without skipper and skipper may crew on another boat. Boats can trade dates with each other, but each boat itself must serve as committee boat for a race to qualify. If a boat is present to serve as committee boat and the race(s) is canceled for any reason AND such boat also shows up to serve as committee boat on a second

day (either a make-up race or any other race day) and that day's race(s) is likewise canceled for any reason, then they will be deemed to have properly served as committee boat for Cup qualifying purposes.

24: RFSC Cup standings will be determined using the low point scoring system based upon corrected time placements (i.e., points earned will be the place finished, 1 for 1st, 2 for 2nd, etc.). Time corrections shall be made by utilizing PHRF Time-on-Time (values will come from USSAILING's PHRF Handbook; adjustments will be made for furler (3 sec/mi), propeller (6 sec/mi) and headsail (-3 sec/mi for 135-154; -6 sec/mi for 155+) (these factors primarily come from PHRF practices outlined in USSAILING's "Starting a PHRF Fleet"). Wind speed will be incorporated into the formula used to calculate the corrected time (wind speed ranges 0-6.9 mph, 7-14, 14.1+).

A boat must compete in a minimum of X races to be eligible for the RFSC Cup. X equals half of all races completed by RFSC (excluding fun races), plus 1, rounded down if a decimal number (e.g., if 15 races were completed, then $15/2 = 7.5 + 1 = 8.5$, rounded down to 8. X = 8). A boat's best X races will be scored for the Cup. A DNF (did not finish) will be counted as the number of starters plus one and can be thrown out for the season. A DSQ (disqualification) will be counted as number of starters plus two and can be thrown out for the season, except (per 2021-2024 US Sailing rules) if it's deemed that Rule 2 "Fair Sailing" was clearly violated, then the DSQ cannot be thrown out for the season. Additionally, it will always be the vessel not the skipper which accumulates points and the required number of races. A skipper cannot sail another vessel and have that race count toward the points or number of races needed by that skipper to qualify for the cup. A skipper who gets a new boat mid-season cannot combine races with the two boats. If either boat competed in the required number of races, then that boat would be eligible for the Cup (provided the skipper did Committee Boat duty on either boat during the season).

25: Ties for the Cup OR Line Honors will be broken in favor of the boat that beat the other the most times in all races in which both boats started during the season (Cup with PHRF handicap; Line Honors no handicap). If still a tie, then broken in favor of the boat with the most 1st place finishes (among their X scored races) (PHRF corrected or no handicap, respectively); if not resolved, then 2nd place finishes; and if still not resolved, then 3rd place. If still tied, then broken in favor of the boat that beat the other in their last head-to-head race. If somehow still tied, then US Sailing rules will break the tie.