

NPSRA

Racing Circular

Updated April 14, 2013

MANAGEMENT OF THE RACES

The **North Point Sail Racing Association Sail Race Committee shall manage the racing for the season.** The committee may delegate various responsibilities to assembled sub-committees. The committee shall make decisions about a race on land. When the committee boat goes out on the water, it has the right to make decisions and may consult members of the Sail Race committee. As a courtesy to the Committee Boat, any skipper dissatisfied with the length of the line, pin location, etc., should discuss his grievance with one of the **North Point Sail Racing Association** sail committee members, not with the Committee Boat. If the committee member concurs, the committee member will discuss the matter with the Committee Boat. **At all times it shall be the sole responsibility of each boat to decide whether or not to start or to continue to race.**

RACING RULES

The current 2013-2016 RULES OF RACING (ROR) as published by the International Sailing Federation (ISAF), reprinted by US sailing including US Sailing prescriptions will govern all the North Point Sail Racing Association races. The current ISAF rulebook and appeals thereto will form the basis for race management, starting and finishing procedures, sailing rules, and protests; except where otherwise noted in this circular.

SAFETY RECOMMENDATIONS

NPSRA recommends boats follow the guidelines set forth by the 2012-2013 OFFSHORE SPECIAL REGULATIONS (OSR) for **CATEGORY 4 racing.** **NPSRA Sail Race Committee strongly recommends that all skippers require the wearing of personal flotation devices while on the water.**

SKIPPER MEETING BEFORE EACH RACE

A skipper meeting will be held 1 hour before the race on channel 72. All skippers should monitor channel 72 for any last minute announcements regarding the race. All skippers must inform the committee boat of their intention to race and identify their boat prior to the start sequence.

CANCELLATIONS or POSTPONEMENTS

The race committee will determine conditions one hour before the race and make a determination if the race will proceed. The race may not be held if wind speeds exceed 20 knots on the course. However, each skipper or owner must assume full responsibility for his/her crew's and boat's safety and ultimately determine if conditions are safe for sailboat racing.

COMMUNICATIONS

Communications between race committees and racing boats will be made on VHF channel 72. When monitored by race committees, no other channel will be used for race-oriented communications. All racing boats must have an operating VHF radio on board!!

NOTICES TO COMPETITORS

Notices to competitors will be posted on the official **North Point Sail Racing Association** website (www.npsra.org).

CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions or any change in the schedule of races will be posted on the official North Point Sail Racing Associations website (www.npsra.org) 24 hours before the day it will take effect.

PROTESTS

The NPSRA Sail Race Committee when needed will assemble a protest committee. That committee, in compliance with the RULES OF RACING (ROR), will handle protests. The protest must meet all the requirements set forth herein and as stated in the ISAF rulebook, 2013-2016 including US sailing prescriptions.

RATING SYSTEM

The national-PHRF and Lake Michigan-PHRF System of handicapping are the basis of rating yachts. Its definitions and details are listed in a separate publication.

It is necessary for all competitors to have a current and valid PHRF certificate or have applied for a PHRF certificate to compete in any series or regatta race. A temporary PHRF will be assigned by the race committee for any boat that has applied for a PHRF certificate.

SCORING SYSTEM

Race Scoring

Determining the points awarded in an individual race:

Participants “B” - the number of boats starting a race (Jam1 and Jam2 combined).

Distance “D” - the distance of an individual race expressed to the thousandth.

Time limit “L” - the maximum number of minutes allowed before which one participant must finish to make the race ‘complete’ - if a complete race and 30 plus the number of minutes for the first participant to finish is greater than L, then L becomes that greater number.

Elapsed time “ET” - finish time minus starting time, expressed to the second.

Corrected time “CT” - $CT = ET - (PHRF * D)$, expressed to the thousandth second.

Points “P” - the place of finish in an individual race based on ascending CT - if a participant is scored Did Not Start (DNS), Disqualified (DSQ) or Did Not Finish (DNF) due to withdrawal or time limit violation, that participant receives points equal to one greater than the number of participants, $P = B + 1$.

Series Scoring

Determining the places awarded in a series of races:

Total races “R” - the total number of races completed in the series.

Qualification “Q” - the number of races required to qualify for series placement - a participant must race 1 more than 50 percent of the total races or $Q = (R/2) + 1$ (all fractions are rounded up). Use the following chart to determine races necessary to qualify.

Number of starts in the race series	Races required to score for qualification
1	1
2	2
3	3
4	3
5	4
6	4
7	5
8	5
9	6
10	6
11	7
12	7

Total points “TP” - the sum of the Q lowest race points awarded for the series or $TP = P(\text{lowest}) + P(\text{next lowest}) \dots p(Q)$.

Total corrected time “TC” - the sum of corrected times for the same races summed under Total points.

Places are awarded based on the lowest number of total points TP.

When the lowest number of total points results in a tie, the winner of the tie is the participant with the greatest number of first place finishes ($P = 1$).

When the greatest number of first place finishes results in a tie, the winner of the tie is the participant with the greatest number of second place finishes ($P = 2$), and so forth through ($P = Q$).

When at this point there is still a tie, the winner of the tie is the participant with the best finish in the most recent race in which both participants sailed.

The scoring will be posted on the website. Protests can be filed on scoring results up to 14 days after posting to the website. After 14 days, the results on the website are the final results.

Divisional Placement

When placement is being determined at the division level (i.e. JAM1, JAM2, etc.), both ‘race scoring’ and ‘series scoring’ are done using participants within the individual divisions.

TROPHIES

- Saturday Series:** Will be awarded to the 1st, 2nd, and 3rd place finishers in each section at the end of the season.
- Wednesday Night Races:** Will be awarded to the 1st, 2nd, and 3rd place finishers in each section at the end of the season.
- Regatta Race:** Will be awarded to the 1st, 2nd, and 3rd place finishers after the last race.

COMMITTEE BOAT RESPONSIBILITIES

Having a functional Committee Boat and Committee Boat crew is key to the success of our Sail Racing season. Skippers are expected to serve as Committee Boat or committee boat crew. The purpose of the following section is to acquaint all **NPSRA** sail racing members as well as Committee Boat crews with the procedures required to run a successful race. The Committee Boat assigned to manage a race shall be responsible for all aspects of the race. That is:

- .a Verify that the marks are being taken out to the course.
- .b Be on station at the starting area at least 1 hour before the first start. Call for list of starters from skippers meeting.
- .c Selecting a course.
- .d Setting the starting line and finish line.
- .e Recording the finish times for each yacht and any other information pertinent to the race (e.g. protests).
- .f Communicating the results of the race to a member of the Sail Race Committee.
- .g Cancellation: Evaluate conditions by observation, marine weather, and consultation with any **North Point Sail Racing Association** officer(s) and or **Sail Race Committee member** before canceling any race. Primary concern is safety. If a race is cancelled within one hour of the first start, notify **all sail racers** on channel 72 every 10 minutes up to the first scheduled start of cancellation.
- .h Start race in accordance with 2013-2016 ISAF ROR.

PREPARATORY SEQUENCE SAMPLE

<i>Signal</i>	<i>Flag and sound</i>	<i>Minutes before starting signal</i>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

COMMITTEE BOAT FLAG SIGNALS

***NPSRA does not presently have flags. This section has been left in for future reference.**

The Committee Boat will use the following flag signals:

- .1 A letter flag will indicate the course.
- .2 Course Direction: Red – Turn all marks to port
Green – Turn all marks to starboard.
- .3 Starting signals: see example sequence later.
- .4 Postponement: (Answering Pennant - red and white vertical stripes). The start will be delayed at least 15 minutes. The postponement flag must be dropped (with sound) 1 minute before next warning signal (white flag).
- .5 Shortening course: (White with blue square center, code “S”) finish will be between Committee Boat and adjacent mark. Committee Boat may shorten course depending on conditions.
- .6 General Recall: (First substitute flag) - More than one boat has started prematurely. Flag broken out immediately after starting signal is made, accompanied by two short sound signals.
- .7 Individual recalls will be signaled in accordance with the ISAF ROR; and an immediate notification on the radio if at all possible.

STARTING AREA

The starting area is defined as extending one-half the length of the starting line beyond each end of the starting line and one-half the length of the starting line behind the starting line.

SETTING THE STARTING LINE

The objective in setting the starting line is to orient the line relative to the wind direction so that no position on the line is more advantageous than any other position. This should then result in a uniform distribution of boats along the starting line and a fair start.

- .1 Windward mark must be rounded to port .
- .2 Leeward gate: Competitors must pass through the gate and may round to port or starboard. The starting line should be at least 300 feet in length and possibly up to 500 feet long if there are 15-20 boats starting.

Windward Starts:

Anchor the Committee Boat or set the starting gate so that it forms a line perpendicular (90 degrees) to the wind or so that the starting mark or starting pin is slightly favored (no more than a 5 degree slant).

Reaching Starts:

Anchor the Committee Boat or set the starting gate so that the leeward end of the line is clearly favored (up to 15 degrees) so that leeward yachts will not be blanketed.

FINISH LINE WITH NO COMMITTEE BOAT

The first boat, or other designated boat, to cross the finish line will take the Committee Boat position and record the finish times of all other boats. The second boat, or other designated boat, to cross the finish line will be responsible for picking up the windward buoy.

Individual boats are responsible for their timekeeping to compare to the Committee Boat times. **All timekeeping must be kept to the second, thus all boats must have a GPS capable of that measurement.** All boats should record their own finish times in addition to the Committee Boat. Keeping your own finish time is important in any race sailed.

THE FINISH OF THE RACE

- .1 Be sure that crewpersons are stationed for:
 - .a Timekeeping: Hours, minutes, seconds.
 - .b Recording: Finish times, yacht names, and corresponding sail numbers
Line Watching: The line watcher should call out the yacht's sail number and name, if known, as each yacht finishes. Remember the rule states that "a yacht finishes when any part of her hull or of her crew, or equipment (including sails) in normal position, crosses the finish line".
- .2 All protests should be recorded on the worksheets.

AFTER THE RACE

- .1 Record the finish time of day on the worksheet and verify according to the order of finish. Record all DNF's (Did-Not-Finishes) and Protests.
- .2 Return the Race Committee equipment or arrange for the equipment to be delivered to the next Committee Boat (especially when there is a race the next day).
- .3 Give the worksheets to a Sail Race Committee member.

NPSRA SPECIAL INSTRUCTIONS

- .1 Wednesday night series racing is "jib and main" (JAM) only. Only 1 jib per forestay is allowed. Saturday series will consist of a JAM fleet and a spinnaker fleet.
- .2 Race limitations Wednesday Night Series;

First boat for a section (e.g. JAM1, JAM2) must round windward mark in 45 minutes of start, or the race for the section is cancelled.

Time limit is 9:00 PM (2100 hours). Any boat racing after the time limit shall score a DNF.

.3 Race limitations Saturday Series;

First boat for a section (e.g. Spinnaker, JAM) must round windward mark in 60 minutes of start, or the race for the section is cancelled.

Time limit is 3 hours. Any boat racing after the time limit shall score a DNF.

.4 Each boat must carry at least 2 crew members.

.5 Each boat must be owned by a NPSRA member and have a NPRSA member in charge.

.6 To race, each boat must have a current PHRF certificate, a valid insurance policy and a current race application on file with the race committee.

.7 A minimum of 4 boats are required to constitute a race.

Attachments:

Race course diagrams

Example of course with NE wind



**NORTH POINT SAIL RACING ASSOCIATION
RACE MARKS**

NORTH OF HARBOR IN WISCONSIN

NORTH WEST MARK

N 42° 30.98'
W 087° 47.26'

NORTH EAST MARK

N 42° 30.98'
W 087° 45.91'

SOUTH WEST MARK

N 42° 29.98'
W 087° 47.27'

SOUTH EAST MARK

N 42° 29.98'
W 087° 45.92'

SOUTH OF HARBOR

WEST MARK

N 42° 25.00'
W 087° 47.09'

EAST MARK

N 42° 25.00'
W 087° 45.52'



NORTH POINT SAIL RACING ASSOCIATION
RACE MARKS

OUTSIDE HARBOR IN ILLINOIS

NORTH WEST MARK

N 42° 29.293'
W 087° 47.238'

NORTH EAST MARK

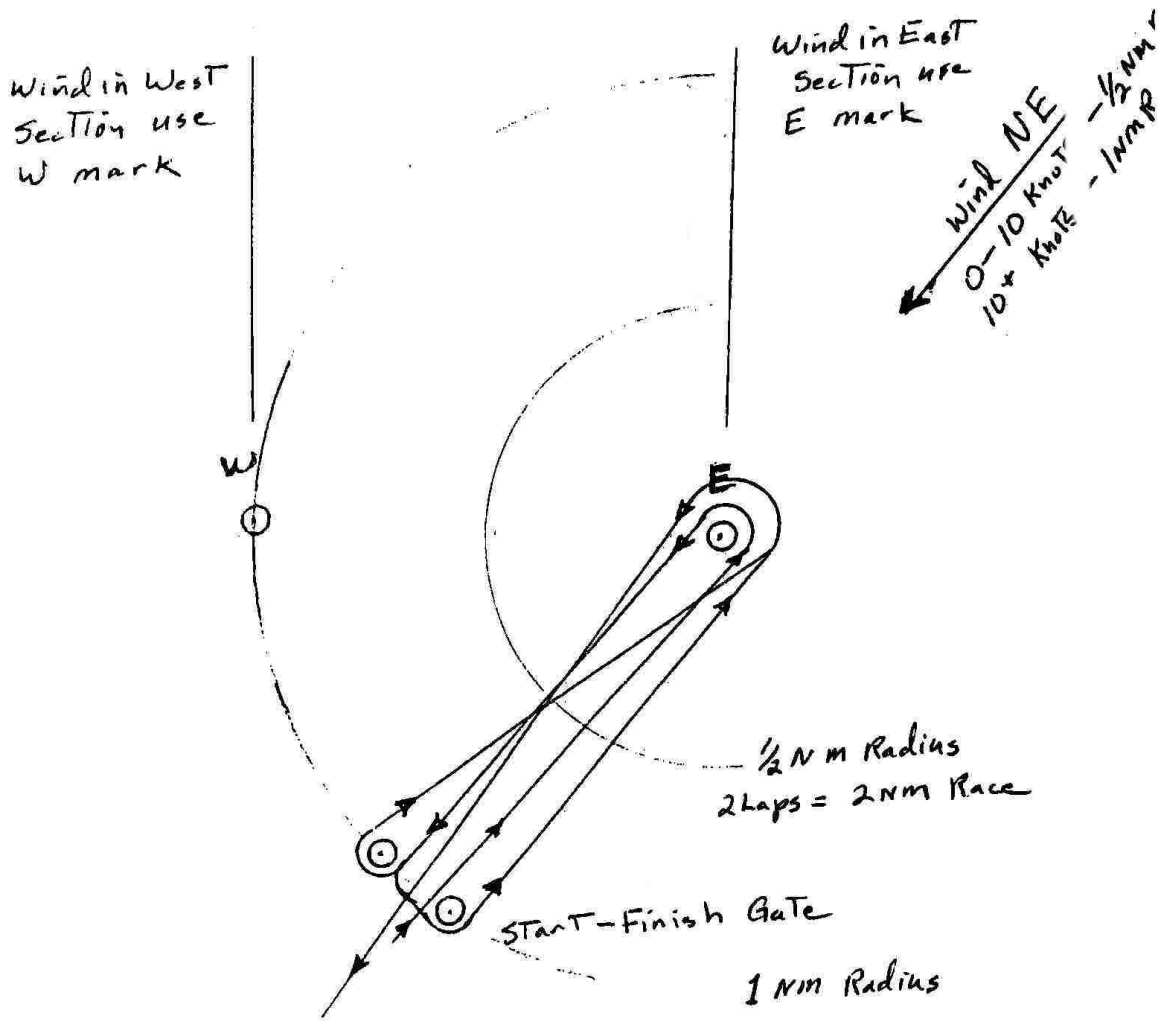
N 42° 29.293'
W 087° 45.884'

SOUTH WEST MARK

N 42° 28.293'
W 087° 47.238'

SOUTH EAST MARK

N 42° 28.293'
W 087° 45.884'



2 Laps = 4 mile race

INFLATABLE MARKS WILL BE PLACED ONE HOUR BEFORE THE START OF THE RACE AND TAKEN OUT OF THE WATER IMMEDIATELY AFTER THE RACE.

THE WEST MARK (W) AND THE EAST MARK (E) POSITION WILL BE THE SAME EVERY RACE. THE WIND DIRECTION WILL DETERMINE WHICH ONE WILL BE PLACED FOR THAT RACE. PLACEMENT OF THE START-FINISH GATE WILL BE DIRECTLY DOWN WIND OF THE WINDWARD MARK (W or E)

Revisions to Race Circular

Oct 8 2004 – Page 3. Qualification “Q” changed, from “/’ means integer divide” to “all fractions are rounded up” and added chart showing number of races to qualify.

Oct 8 2004 – Page 3. Added, “The scoring will be posted on the website. Protests can be filed on scoring results up to 14 days after posting to the website. After 14 days, the results on the website are the final results.”

Oct 8 2004 – Various Pages. Changed 2001-2004 Rules of Racing to reflect the 2005-2008 Rules of Racing.

Jun 10 2005 – Inserted new race coarse diagram and corrected error in 2005 race calendar.

March 17 2006 – Title updated to 2006.

August 8 2006 – Race limitations for Wednesday and Saturday Series Races changed/clarified in NPSRA Special Instructions section, #2 & #3.

February 19 2007 – Replaced the year on the title to just have the last date updated.

April 23, 2009

- 1) Rules of Racing changed from 2005-2008 to 2009-2012
- 2) Finish Line with No Committee Boat section, changed “...all boats must have a stopwatch...” to “...all boats must have a GPS...” capable of timekeeping to the second.
- 3) NPSRA Special Instructions, Race Limitations Saturday Series changed rounding of first mark from 90 minutes to 60 minutes.
- 4) Added new map of race areas
- 5) Added Saturday Race Special Instructions

June 12, 2010

- 1) Added race marks in IL (map and GPS coordinates)
- 2) Removed Saturday Race Special Instructions (for races with WYC).

April 2, 2013

- 1) Rules of Racing changed from 2009-2012 to 2013-2016.
- 2) Safety Recommendations updated from the “2001 OFFSHORE RACING COUNCIL (ORC)” to “2012-2013 Offshore Special Regulations (OSR)”.

April 14, 2013

- 1) In the section Safety Recommendations, changed “To qualify to race, boats **SHALL, at a minimum,** follow the guidelines set forth by the SPECIAL REGULATIONS of the 2012-2013 OFFSHORE SPECIAL REGULATIONS (OSR) for **CATEGORY 4 racing.**” to read, “NPSRA recommends boats follow the guidelines set forth by the 2012-2013 OFFSHORE SPECIAL REGULATIONS (OSR) for **CATEGORY 4 racing.**”
- 2) In the section Scoring System, under Points changed, “... - if a participant is disqualified or does not finish the race due to withdrawal or time limit violation...” To read, “... - if a

participant is scored Did Not Start (DNS), Disqualified (DSQ) or Did Not Finish (DNF) due to withdrawal or time limit violation ...”