



# Barefoot Sailing Club

## 2019 BFSC Moonlight Scramble / SSC Firefly Sailing Instructions

Revised 7/16/2019

**Overview:** The Moonlight Scramble is a two evening race series held in the summer months as close to the full moon nights as possible for Saturday evening races. It is intended to be a fun race where sailors are out late enjoying to fresh night breezes and the full moon. It is combined with the Southern Sailing Clubs Fire Fly races to give sailors a chance to compete in two events at once. Typically, Barefoot Sailing club manages the first race of the series and Southern Sailing Club manages the second race of the series. In the past, the BFSC race has been a flat start with a race committee boat on station for starts and finishes and the SSC race has been a pursuit start. This year both races will be a pursuit start.

### 1. Rules

Rules shall be governed by “*the Rules*” as defined in the Racing Rules of Sailing (RRS).

### 2. Notices to Competitors

Notices to competitors will be published on the Barefoot Sailing Club WWW site (<https://www.barefootsailingclub.org>) which will be the official notice board.

### 3. Changes to Sailing instructions

Any changes to sailing Instructions will be published on the official notice Board within 24 hours before any scheduled race. In addition, the Race committee has at its disposal an official clipboard for publishing notices that apply to daily activities.

### 4. Schedule of Races

Moonlight Scramble / Firefly 1 (PRO: BFSC)

→ Saturday July 20, 2019. Skippers Meeting Aqualand Store Parking Lot 6:00, Race start at 8:00

Moonlight Scramble / Firefly 2 (PRO: SSC)

→ Saturday August 10, 2019. Skippers Meeting (location: TBD) 6:00, Race start at 8:00

### 5. Fleets

Fleet splits will be determined for each club. Since stagger starts (pursuit race) will be used, it is possible for Barefoot Sailing club to not have multiple fleets and Southern Sailing Club to have Fleet designations.

Barefoot racers will be scored as one fleet. A 15 second PHRF adjustment will be granted to racers declaring as non-spinnaker racers.

No BFSC “boat PHRF” or SSC “new skipper” adjustments will be granted for these races.

### 6. Racing Area

The racing area will be determined and announced at the skipper's meeting.

### 7. Course

The course will be posted on the official course board and will be displayed during the skipper's meeting. The location of the islands and permanent marks are indicated on the map shown in Appendix A. All marks or islands must be left either to port or to starboard as indicated on the posted course.

## **8. Marks**

Permanent marks are either Corps of Engineer marks or Lanier Area Racing Council (LARC)/Lake Lanier Sailing Club (LLSC) permanent marks. If temporary marks are used, the marks will be orange tetrahedrons (pyramids) or any other device as decided by the racing authority.

## **9. The Start**

**The Races will be started using the pursuit start system. Pursuit starts will be used for both races.**

Each boat will have its own specific start time as determined by each boat's specific PHRF rating and course length. Course length will be obtained at the skipper's meeting. Start times base on length can be obtained at skipper's meeting. PDF file containing table for start times can be found on the BFSC web site under Racing->Notice of Races.

All starts are based on the honor system as no race committee is usually on station to monitor and police the starting sequence.

The Starting Line is an imaginary line that extends no further than 20 yards and is perpendicular to the first mark. For a proper start, you must start within 20 yards of the proper side of the starting mark as indicated on the official course board.

Boats that are not starting should keep clear of the starting area as to not interfere with those that are starting.

It is the responsibility of each skipper to synchronize his or her own starting watch with that of the official starting clock posted on the official course board at the skipper's meeting.

## **10. The Finish**

All finishes are based on the honor system as no race committee is usually on station to monitor and police the order of finish.

The Finish Line is an imaginary line that extends no further than 20 yards and is perpendicular to the last mark. For a proper finish, you must end your race within 20 yards of the proper side of the finishing mark as indicated on the official course board.

As part of the published course, one mark will be determined to be the short finish mark along with a designated "Short Finish" time.

The short finish will be used to score the race if the lead boat does not reach the short finish mark by the pre-determined time, or if all boats have rounded the short finish mark and it is determined by proper authority that conditions warrant shortening the race. Note: The rules for a proper finish still apply to a "Short Course" finish. **All skippers should take and record their short finish time for each race.**

In the event a race is shortened, the order of finish will require adjusting as start times were based on a course with a longer distance.

All skippers are responsible for keeping up with their own finish times. Once again, this is based on the honor system. Skippers are responsible for providing both their start and finish times as indicated at the Skipper Meeting.

## **11. Minimum Wind Speeds and Time Limit**

The Race Committee will not attempt to start a race if they judge the wind to be less than favorable for a race. Should Race Committee deem there is not enough wind to start a race, the Postponement pennant will be displayed along with two short horn bursts. Pennant will be displayed at the race start time (8:00 PM). At each 15 minute interval, Race Committee will reassess wind conditions. If an additional delay is warranted, two short horn signals will again be given. Postponement pennant will remain flying. If Race Committee determines there is enough wind to start racing, the Postponement pennant will be lowered with one short horn burst. Racers will adjust their start time base on 15

minute delay intervals. (For example: A boat which had an original start time of 8:06:28 PM, would have a start time of 8:36:28 PM if the Postponement pennant is lowered at 8:30 PM.)

As part of the published course, a motor-up time will be determined. If a boat does not finish the entire race by the predetermined time, the race is over for that skipper and the boat will receive a Did-Not-Finish (DNF) for the race. The “entire race” being either the full course or the shorten course as determine by conditions stated in the “Finish” section.

## **12. Withdrawal**

Boats withdrawing from a race should notify the Race Committee as soon as possible.

## **13. Scoring**

Races will be scored using the PHRF rating system (with adjustments covered in section 5) using the **time-on-distance** formula. A valid PHRF certificate is required of each boat to be scored for series standings.

The Low Point System of RRS Appendix A will be used for BFSC scoring of which a summary is given below. (NOTE: Southern Sailing will score the Southern participants using the High Point System.) Ties will be broken in accordance with A8. Points will be awarded as follows (this changes A4.2):

<u>Finish</u>	<u>Points</u>
First	1
Second and Subsequent	Place
DNF	Starters in race + 1
DSQ or OCS	Starters in race + 1
DNC	Entrants in series + 1

No throw out will be applied. This is a change from the RRS Appendix A2.

## **14. Protests**

There will be no formal Protest committees. All infractions that are not successfully satisfied on the race course will be worked out between the parties involved at the race raft/dirt up. This is assuming there will be a race raft/dirt up. It's a late night race, plan to be on the water till a late hour to enjoy the moonlight. Remember, it is more about the sailing than it is the racing!.

# Appendix A – Racing Area Map

