

Bylaws and Race Instructions Bear Lake Yacht Club



Section 1- 2015 Notice of Race

Section 2- Race Committee

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Section 1

Notice of Race

May 23, 2015	Tune Up Race 1	Skippers Meeting 11:00 a.m. (optional)	Red Flag 1:00 p.m.
May 30, 2015	Commodore Series 1	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
June 6, 2015	Fun Race 2	Skippers Meeting 11:00 a.m. (optional)	Red Flag 1:00 p.m.
June 20, 2015	Commodore Series 2	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
June 27, 2015	Commodore Series 3	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
July 11, 2015	Fun Race 3	Skippers Meeting 11:00 a.m. (optional)	Red Flag 1:00 p.m.
July 18, 2015	Commodore Series 4 Ref: Huff Cup	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
Aug 15, 2015	Commodore Series 5	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
Aug 22, 2015	Single Handed Race	Skippers Meeting 11:00 a.m.	Red Flag 1:00 p.m.
Aug 29, 2015	Fun Race 4	Skippers Meeting 11:00 a.m. (optional)	Red Flag 1:00 p.m.
Sep 5, 2015	Bear Lake Monster	Skippers Meeting 9:00 a.m.	Red Flag 12:00 p.m.

Fun Races will start off the marina, 2 mile course windward/leeward and all participants welcome. No fee. Skippers meeting is optional

Commodore series, Permanent buoys, locations to be determined. Besides being a BLYC member, there is a series fee of \$50.00, or \$15 per race

Bear Lake Monster, \$15.00 Race Fee. Offshore Random Buoys. 18 Nautical Miles suggested. Expect Night time Racing and Navigation. Trophy Presentations at Year End Banquet

Section 2

Race Committee

Chairman: At the annual meeting the members shall elect a race committee chairman. The Chairman shall appoint a committee of no less than 3 other members. The Committee shall include a member from each fleet who shall also serve as a fleet captain. The Chairman may also appoint a Handicap Chairman.

2015 Race Chairman:
Andrew Parker (bearlakekeyracing@gmail.com)

2015 fleet captains:
Fleet A Brian Bales
Fleet B Mark Thompson
Fleet C Rick Walsh

Fleet Captains shall be responsible for building of the fleet and providing input on fleet specific issues to the committee.

Section 3

Registration Requirements

Requirements for Entry: Any person meeting the following requirements may be eligible for entry in any of the races, series or regattas of the 2015 season:

- The owner or charter of the yacht is a current member of the *BLYC* whose dues are paid in full with no outstanding debt.
- The owner or charter of the yacht has signed the Release Of Claims@ waiver form furnished by the *BLYC*
- The applicable racing fees have been paid in advance of the skippers meeting on the day of the race.
- The yacht has a current *PHRF* rating certificate issued by the *BLYC* Handicapping Committee.
- The owner or charter has met all *Safety Requirements*.
- The owner or charter of the vessel would be a willing volunteer, when asked, in the Board and or Committee Boat Program.
- All registered *BLYC* boats sails can be measured prior to the start of any race.

Day Of Race/Regatta To officially enter a race, a yacht must register at the skipper's meeting on the day of that race.

Non-Member Exception: Non-members of *BLYC* may enter in up to two *category 3* events without being a member of the *BLYC*. A Non-Member daily race fee will be charged for each race. Thereafter a non-member entrant will be required to join the *BLYC* accepting all conditions set forth therein.

Non-members are not eligible for season or series standings and/or season trophies.

Non-members are held to the same requirements and responsibilities as registered *BLYC* members.

In addition to the above, the Race Committee may create a Learn to Race fleet for those that have not raced before. The race committee can determine what fees should be charged if any. Participants in the Learn to Race fleet will not be eligible for series or season trophies..

Eligible Participants: Eligible participants may be entered by meeting the above obligations and filling out all required paper work prior to the beginning of the skippers meeting, on the day of the race or series being entered.

Advanced registrations may be achieved by sending all required paperwork to the *BLYC* Race Chairman at POB 4271, Park City, Utah, 84060. All applicable forms are obtainable thru the Internet and/or by e-mailing the *BLYC* Race Chairman thru the *BLYC* web site. bearlakeyracing@gmail.com

Section 4 Sailing Instructions

- Applicability:** These instructions apply to all races. ***Special care should be taken in reading the complete text.*** They may be amended or changed by the race committee, at its discretion, at any appropriate time.
- Racing Rules:** All races conducted by the BLYC during the 2015 season will be governed by the *ISAF Racing Rules of Sailing, 2013-2016, (RRS)*, the prescriptions of the *United States Sailing Association, (USSA)*, when they apply, the rules of each class concerned, the BLYC Sailing Instructions and any other applicable *rules*.
- All races will be held under the direction of the BLYC Race Chairman and controlled by the acting BLYC Race Committee. In any controversy, the decision of the Race Committee will be final for the purposes of determining daily race winners, but any decision on appeal shall govern computation of final official standings.
- Notice(s):** Notifications and changes will be brought forth in the following order:
- By official posted notice to the *Forum* found on the BLYC web site. (www.blyc.net)
 - By e-mail notice to all registered e-mail compliant racers.
 - By announcement at the skipper's meeting on the day the changes are to go into effect.
- It is solely the responsibility of each competitor to check *Notices* regularly or as required by these Sailing Instructions. (See *ISAF RRS 88.2.c*)
- Event Classification:** The *Tune Up* race and *Commodore Series* races conducted by the BLYC during the 2015 season are classified as a Category 3 race by the Offshore Racing Council.
- Defined as races across open water, most of which is relatively protected or close to shorelines, including races for small yachts.
- The *Bear Lake Monster* conducted by the BLYC during the 2015 season is classified as a Category 2 races by the Offshore Racing Council.
- Defined as races of extended duration along or not far removed from shorelines or in large unprotected bays or lakes, where a high degree of self-sufficiency is required of the yachts but with the reasonable probability that outside assistance could be called upon for aid in the event of serious emergencies.
- Divisions & Fleets:** The BLYC Race Chairman will determine the divisions and fleets. The *fundamental intent* in separation of divisions and fleets is to create competitive racing fleets with an equitable award system. It is the policy of the BLYC Race Program to not combine smaller fleets for the purpose of creating a single larger fleet.
- Once a boat has registered for a Fleet or Division in an event, such boat will not have liberty or privilege to race in an alternate Fleet or Division, wherefore competitive or non-competitive intentions.
- Boats are divided into fleets based upon similar performance characteristics. A base profile would include at least two spinnaker fleets, plus a non-spinnaker@ Fleet.
- The BLYC Race Program recognizes that performance characteristics of monohull and multi-hull vessels are dissimilar and effectively impossible to compete jointly. The BLYC

Racing Divisions are primarily modeled to meet those needs of monohull type vessels.

The *BLYC* Race Program also recognizes the need for a competitive multi-hull fleet. A competitive multi-hull fleet will be recognized with a minimum of 3 boats registered to race, creating a multi-hull fleet. (*E-Fleet*) In the absence of a recognized *E-Fleet*, all multi-hull participants will be started with A-Fleet and will be recognized as a competitive racer.

Primary separations for the *BLYC* race season will be established by PHRF Rating. As soon as possible after the numbers of participants have been determined, the Race Committee shall meet and determine the fleet separation. Unless otherwise stated in the notice of the race.

Divisions shall be as follows for all Category 3 races/regattas:

- A-Fleet Spinnaker Fleet
- B-Fleet *Non*-Spinnaker Fleet
- C-Fleet Spinnaker Fleet

Divisions shall be as follows for all Category 2 races/regattas:

- A-Fleet Spinnaker Fleet
- B-Fleet *Non*-Spinnaker Fleet
- C-Fleet Spinnaker Fleet

The divisions will be finalized for the 2015-racing season at the first series race skippers meeting on 5-30-15.

Scoring:

Unless otherwise stated in the notice of Race BLYC will use THE LOW-POINT AVERAGED SCORING SYSTEM for all series held on multiple days.

RACE SCORES. Low point average scoring

Each boat finishing a race and not thereafter retiring or being disqualified will be scored as follows:

- Finishing place Score
- First 1
- Second 2
- Third 3
- Fourth 4
- and so on.

All other boats that compete in that race, excluding any that finish and thereafter retire or are disqualified, will receive the score for the finishing place one more than the number of boats competing in that race. Boats that do not compete in that race (DNC) will but are in the series, will be scored similarly.

SERIES SCORES

The series score for each boat will be the sum of her race scores. The qualified boat with the lowest series score is the winner, and others are ranked accordingly. Rule A2 applies to dropping the worst score of one race.

TIES AND OTHER RULES

Race ties will be broken using rule A7. Series ties will be broken using rule A8.1. Rules A1, A2, A3, A5, A6, A10 and A11 also apply.

Course Sailed:

Course to be sailed will be specified at the skippers meeting and/or on the course board displayed on the stern of the committee boat or committee area, no later than the preparatory signal for each race. (I.e.: Blue flag)

Course board explained:

- START and FINISH code letters are *assumed*.
- Course board course noted as (**N - E - S**) means; course sailed thru START, round NORTH Mark, round EAST Mark, round SOUTH mark, finish directly thru FINISH line.

GPS Mark positions for each race will be posted at the skippers meeting. A generic mark position form is provided in the forms appendix.

GPS Setup:

GPS positions will be specified and referenced with the following navigation criteria:

Position Format:	hddd mm.mmm
Map Datum:	WGS84
Units:	Nautical Miles
Heading:	Auto Magnetic E014

Time Limit:

There will be a **four-hour** time limit on all *Category 3* races. If one boat sails the course as required in (*RRS Rule 28.1*) and finishes within the 4-hour time limit, all boats shall be scored unless the race is *abandoned*. If no boat finishes within the 4-hour time limit, the Race Committee shall abandon the race. The race may or may not be re-sailed at a later time. There shall be a five-hour time limit for all participants. All boats not finished within the five-hour time limit shall receive a DNF. Unless otherwise stated in the Notice of Race any Boat not finished by 6:30 P.M. shall receive a DNF

When a minority of boats are left on the course, and it is obvious that the boats will not correct over any other boat, the Race Committee may choose to finish those boats on the course. The boats will be scored incrementally one point greater than the last boat finishing in her division or class. (*Modifies ISAF Racing Rule 35.*)

There will not be a time limit on *Category 2* races, unless otherwise stated at the skipper's meeting on the day of the race.

VHF Channel 06

The Race Committee or Race Chairman may make official announcements on VHF Channel 06. These announcements may include special instructions prior to a start; mark missing along with special instructions for the new mark; canceling a race; or any other communications the race committee deems appropriate.

- If an on- the-water starting sequence change is necessary, or any other last minute official announcement is deemed necessary, such official announcement will be broadcast in its entirety twice. The first broadcast will be approximately 45-minutes prior to the raising of the blue flag. The last broadcast will follow the first broadcast approximately 15-minutes later.
- It is highly recommended that all boats racing monitor VHF Channel 06.
- The Race Committee will not respond to questions from competitors unless it is of a hazardous situation or to confirm that a boat has withdrawn from a race.
- Casual conversation must be re-directed to an alternate VHF Channel.

Start/Finish Marks:

Start and finish marks will be determined at the skippers meeting. They will conform to one of the two starting configurations:

- Starting configuration (**IRC**), *Inland Race Configuration*

One end of the starting line will be a fixed marker, set by anchor. The opposing mark will be determined as the most offshore fixed marina entrance marker.

An *Inland*-starting configuration allows for the Race Committee to be located within the parking area of the breakwater. As such, all signals and procedures will be administered from the breakwater.

- Starting configuration (**ORC**), *Offshore Race Configuration*

One end of the starting line will be a fixed marker, set by anchor. The opposing mark will be determined as a secondary fixed mark set by anchor, or the starting line will be between the committee boat mast or, in the absence of a mast, the position of the *Red Flag* on the race committee boat and the opposing fixed marker.

The Race Committee vessel may elect to set a barging buoy attached to the race committee boat as an anti-barging buoy. The buoy shall rank as an extension of the committee boat and is subject to *ISAF Racing Rule 31*.

An *Offshore-starting* configuration allows for the Race Committee to be located near the Start/Finish line. As such, all signals and procedures will be administered from the Race Committee vessel.

Marks: All marks are BLYC Inflatable orange cans. Each course mark has an assumed identity.

Mark identity is defined as:

- NORTH MARK = Northern most set mark
- EAST MARK = Eastern most set mark
- SOUTH MARK = Southern most set mark

All marks are to be left to Starboard when the first leg is headed in a Northward direction. All marks are to be left to Port when the first leg is headed in a Southward direction. In the rare case that the first leg heads to the East mark, the rounding direction will be displayed on the Race Course board on the Committee Boat and/or broadcast over VHF channel 06 as specified herein. (See *VHF Channel 06 in these instructions*)

In the case of a missing mark is discovered after the race has started, the Race Committee will either act in accordance with *ISAF Racing Rule 34* or make a radio notification of intent.

Starting Procedures: *The official starting signal is a visual flag.* A complimentary audible blast may accompany each starting sequence flag hoisting. The audible blast can be heard naturally or thru VHF Channel 06. All other signal flags will be hoisted without any complimentary blasts via VHF Channel 06. However, other signal flags may be accompanied by an audible blast, such as, general recall, individual recall, postponement, etc. Times shall be taken from visual signals; the absence of a audible signal shall be disregarded.

Starting Flags: The starting procedure will be as follows:

Sequence Warning Signal:	3 Quick Blasts, locally audible, VHF Ch. 06 (60 Seconds to Warning Signal)
Yellow Flag:	Raised 10 Minutes to Start. 1 Long Blast, locally audible, VHF Ch. 06 (Dropped at 6 minutes to start)
Blue Flag:	Raised 5 Minutes to Start. 1 Long Blast, locally audible, VHF Ch. 06 (Dropped at 1 minute to start)
Red Flag:	START 1 Long Blast, locally audible, VHF Ch. 06 (Dropped at 1 minute to next start, repeating for all fleets)

Following Fleets will start at 5-minute intervals thereafter, repeating for each additional fleet.

Starting Sequence: The starting sequence is determined at *Skippers Meeting* and posted therein.

Starting Area: The starting area must remain UN-obstructed by fleets that are not in the current sequence. You must provide sufficient pre-race maneuvering space that is deemed appropriate to current conditions. (See *RRS Rule 22.1*)

**On The Water
Check-In:**

All registered boats shall sail within hail of the Race Committee prior to the first warning signal of each race to receive acknowledgment that the boat is registered in that race. The Race Committee shall make the determination that any boat that fails to register on the water prior to each race is a non-starter.

Recalls:

Individual recalls will be made in accordance with *ISAF Racing Rule 29.2*. Code Flag X@ will be displayed to indicate an individual recall situation.

General recalls will be in accordance with *ISAF Racing Rule 29.3* with the following exceptions:

- The clock will remain running and the new start will be five minutes after the recalled start.
- All divisions and classes not started will start in their original order after the successful start of the recalled fleet.
- Code Flag R will be displayed rather than the code flag first substitute to indicate a general recall situation.

Course Change:

The Race Committee may change the course at any rounding mark by displaying code flag C at the rounding mark beginning the course change.

The Race Committee boat will display the updated course on the course board.

Yachts shall round that mark and then proceed to all rounding marks displayed on the course board. This modifies *ISAF Racing Rule 33*.

Shorten Course:

The Race Committee may shorten the course in accordance with *ISAF Racing Rule 32*, at any rounding mark by displaying code flag S. Yachts shall finish between the committee boat and a mark near the committee boat in the direction from the last mark before the shortened course.

Retiring From Race:

All yachts abandoning a race shall notify the Race Committee upon retiring from a race by sailing within hail of the Race Committee or contacting the Race Committee on VHF Channel 06. Confirmation from the Race Committee is mandatory.

Failure to do so may result in a DNF. As well any skipper who fails to comply with this requirement can be barred from entering any future races in the series.

Protests:

Protests must be submitted, in writing, to the Race Committee, *within 30-minutes after the last boat finishes or the race committee returns to the marina whichever is later*.

- Any yacht protesting another yacht shall make all possible attempts to notify the offending yacht immediately both verbally and by flying the protest flag.
- The "360" Turns Penalty will be in effect for all *BLYC* races and regattas. If said protestee does a 360 but said 360 is ruled improper the time penalty under rule 44.2 shall be 3 minutes.
- Protests may be heard prior to awarding trophies for each days regatta or at any other time the Protest Committee selects as appropriate.
- The ISAF Protest Procedure is hereby modified as follows. After a valid protest is filed there will be an arbitration meeting involving one Rules Judge, the Protestee, and the Protestor, if the Arbitration participants agree the protested yacht infringed a rule, the judge will penalize the infringing yacht by applying a six minute time penalty.
- Arbitrations will not be reopened and arbitration rulings are not subject to redress. If arbitration fails to resolve the protest a regular protest hearing will be held at a time and place determined by the protest committee and the parties to the protest pursuant to ISAF rules. If the protest Committee finds an infringement of the Rules the committee shall apply a 9 minute time penalty.

Appeals:

Appeals will be made in accordance with (*ISAF Racing Rule 70*) except that appeals will be made to the *BLYC* Race Chairman for the purpose of expedience. This modifies (*ISAF*

Racing Rule 70.5).

Safety Requirements: All owners or charters of a yacht shall be held responsible to conform to those items required by the *ISAF RRS*, the safety requirements established by the *United States Coast Guard* and the *Utah State Boating Regulations* regarding safety.

- VHF Channel 16 is the distress Channel monitored by Bear Lake State Parks.
- An operable VHF marine band transceiver (*Required for all racing events*)

Racing Safety Recommendations:

Always sail within your vessels and crews capabilities.

- o Navigation lights, as required by law and USCG regulations must be operable and be displayed between sunset and sunrise.
- o Gas, diesel, or electrical powered motor, in good working order, with a minimum of three hours fuel. This motor must be of sufficient power to propel the boat in a seaworthy manner through a variety of expected or potential conditions.
- o Depth sounder
- o Floating light or flashing device attached to a throw able flotation device to act as a datum for man overboard.
- o Life sling or M.O.M. (man overboard module) style recovery system.
- o 3 able crewmembers
- o Radar reflector
- o Man overboard pole with attached strobe and drogue to reduce drift.
- o USCG Auxiliary Courtesy Marine Examination
- o Tools and spare parts
- o Means of Hypothermia protection is strongly recommended.
- o Emergency tiller on wheel steered boats.
- o Safety harnesses and lanyards for at least three persons.
- o Drinking water sufficient for 2-days
- o At least two blankets and/or sleeping bags.
- o Three marine flares with current dating.
- o Additional rations
- o Storm sails
- o An operable GPS

Owners Responsibility: The safety of a yacht and her crew is the sole and inescapable responsibility of the owner; who must do his/her best to ensure the yacht is fully sound, thoroughly seaworthy, and manned by an experienced crew, who are physically fit to face bad weather.

The captain must be satisfied as to the soundness of the hull, spars, rigging, sails, and all sail gear. The captain must also insure that all safety equipment is properly maintained and stowed, and that the crew is informed as to where it is kept, and how it is to be used.

Neither the establishment of these regulations, inspection of a yacht under these regulations, in any way limits or reduces the complete and unlimited responsibility of the owner. It is the sole responsibility of each yacht to decide whether or not to start or continue to race.

Neither the establishment of the *BLYC Sailing Instructions*, their use by sponsoring organizations, nor the inspection of a boat under these regulations, in any way limits or reduces the complete and unlimited responsibility of the owner.