

2009 Region IV Championship

Soling 1M

August 29 - 30

Sailing Instructions

Rules: This regatta will be governed by the rules as defined in the current version of *The Racing Rules of Sailing, Appendix E of the RRS* and these *Sailing Instructions*.

Team Racing is prohibited. In particular, sacrificing position to disadvantage an opponent is strictly forbidden.

Schedule of Events: Check-in will be at the Race Site on Friday afternoon, August 28th. Entrants are encouraged to participate in practice racing throughout the afternoon.

Friday Aug 28	1400-1700	Practice Racing & Open Sailing
Saturday Aug 29	0930	Skipper's Meeting
	1000	First race START
Sunday Aug 30	0930	Skipper's Meeting
	1000	First race START. No race to start after 1400.
	1430	Awards presentation

Racing Format: *Single Fleet or Odd/Even Heat-Managed System*. If conditions warrant, the RD may elect to switch between *Single Fleet* racing and *Odd/Even Heat* racing. See *Appendix 1*.

Courses - Courses to be sailed will be designated orally by the RD, using the color of the marks given in the order to be rounded. Any unusual configuration or special instructions will be given prior to the starting sequence of that race.

Number of Races - A minimum of 5 races will constitute a complete regatta.

Control Areas - Control Areas will be designated at the start of each day. The dock has limited capacity and may provide a competitive advantage (better visibility) and therefore may be designated "off limits" at the discretion of the RD based upon course layout.

Starts - The AMYA two-minute sequence will be used to govern the starts. The RD will call out the sail number of any premature starter. Failure to call a premature starter does not excuse that skipper from starting properly. *It is solely a skipper's responsibility for making a proper start whether or not he heard the hail.* The Round-an-End Rule, (RRS 30.1), will be in effect for all starts. **No "Dip Starts"**.

Holds - 5 minute holds will be allowed with no more than 2 stacking up at any one time. Each skipper is allowed one 5 minute hold per day. Holds are not shareable between skippers. The RD may initiate additional holds at his discretion.

Safety – Transmitters with telescoping antennas *must* have adequate protection on the tip.

Scoring - *Low Point Scoring (A4.1 and A4.2)*, as modified by *Appendix . 1*, will be used for this regatta. For each day there will be one throw out for every 7 races sailed.

Redress –To claim 'redress' for an incident, the skipper of the disadvantaged boat (1) must hail protest as per the *RRS*, and, (2) must notify the RD immediately of intent to request redress. If granted, redress shall be scored as the competitor's average score, before throw outs, for the day of the incident.

Protests - If a skipper feels that he has been fouled by another competitor and wishes to take action, he must follow the procedure in the *RRS*. A skipper acknowledging a foul should immediately begin to get clear and take action to make his penalty turn and loudly hail the completion of the penalty turn.

Penalties - One turn, as described by the *RRS* (1 tack and 1 jibe) must be taken for breaking a rule of part 2 or for touching a mark. Some marks may be touchable, at the discretion of the RD and will be noted as such. *Penalty turns are to be taken as soon as possible, not at the skipper's convenience!*

NOTE: *The Race Committee requests that skippers resolve their protests on the water.*

Finishing - RD Discretion: If a boat or boats significantly lag the balance of the boats that have finished a heat, the RD may assign finishing positions to these boats. Further, a disabled boat that is still under control and could finish eventually, may, at the discretion of the RD, be assigned a finishing position.

Legal Equipment – In order to promote a fair regatta, the RD, at its discretion, may inspect and measure any boat at any time during the regatta.

Role of the RD – The RD has final authority for calling Starts, Finishes and fouls if a boat touches a mark of the course. Otherwise, only if called upon, and having witnessed a situation, will the RD attempt to resolve on-the-water questions and protests raised by competitors; the RD and Race Committee members do not serve as umpires.

The Race Director may make any necessary changes to these *Sailing Instructions* in order to maintain a fair and competitive regatta.

THE INTEGRATED ODD/EVEN SYSTEM – HOW IT WORKS

(Appendix 1 to Sailing Instructions)

A. Rationale for Integrating Heats & Single Fleet Racing

From past experience, fleet size management is a function of the number of competitors, their relative skill level, wind conditions and other factors. The maximum fleet size for enjoyable competition may vary throughout a two day regatta.

This regatta has the number of boats to warrant starting with either single fleet or two-heat racing, largely dictated by weather conditions. The question we face: How to keep both options open to combine the best racing format with fair scoring?

This "Odd/Even" System does provide Simplicity and Flexibility to switch back and forth if desired. However, its scoring system is not directly compatible with the standard "*Low Point System*" used to score a single fleet. Traditionally, you are committed to one system or the other for the entire regatta. We have modified the scoring to allow for the flexibility to go with either system during the course of the two days. Thus, the term "Integrated Odd/Even System". Here's how it works....

B. How We Run the Integrated Odd/Even System

When the Odd/Even System is in use, a "race" is two Heats.

1. Boats are randomly drawn in advance for both Heats of Race #1. Boats are assigned sequential numbers from 1 to X, the total # of registered boats being X.
2. The Odd numbers race in the first Heat. At the end of this Odd Heat, each boat's finish position is used to determine its Heat assignment for the subsequent Race.
3. The Even numbers race in the second Heat. At the end of the Even Heat, just as in the Odd Heat, each boat's finish position is used to determine its Heat assignment for the subsequent Race.
4. This completes Race #1.
5. For Race #2, the Odd Heat is called. All the Odd place finishers in the first Race (from both the Odd and Even Heats) get on the water.
6. Next, the Even Heat is called. And all the Even place finishers in the first Race get on the water.
7. The process keeps repeating itself for subsequent races. (The Odd Heat always sails the first Heat of each Race). Remember, a "Race" consists of both an Odd heat and an Even heat.
8. The RD will always call the competitors for each heat.

C. How We Score the Integrated Odd/Even System

1. We use a "Modified Low Point System" for the Odd/Even System. This allows us to integrate the Single-Fleet standard *Low Point System* with the O/E System in the event that we use both O/E and Single Fleet systems during the regatta.
2. Following is a schedule showing the Heat Finishes and how those finishes are scored:

Heat Finish	"Single Fleet Equivalent" Finish	Scoring
1st	1 st or 2 nd	1
2nd	3 rd or 4 th	3
3rd	5 th or 6 th	5
4th	7 th or 8 th	7
5th	9 th or 10 th	9
6th	11 th or 12 th	11
7th	13 th or 14 th	13
8th	15 th or 16 th	15

And so on.....

3. A first place Heat finish is scored as 1 point. So far so good. But why 3 points for a second place Heat finish? Consider that a 2nd in a Heat is really a 3rd or a 4th in a Single Fleet Race (you have both the Odd heat 1st place finisher and the Even heat 1st place finisher ahead of you, and there is another 2nd place finisher from the other Heat). The scoring always gives the finisher "the benefit of the doubt" by awarding the lower of the two possible "Single Fleet Equivalent" scores.

D. What If We Switch Systems?

1. Assume the O/E System was being used. At the end of an Even Heat (the end of a "Race"), the RD can simply start the next Race as a Single Fleet.
2. Single Fleet Races use the standard *Low Point System* (1 point for 1st; 2 points for 2nd, etc).
3. Assume a switch from Single Fleet to O/E Heats. Use the finish positions of the prior race (Single Fleet) to determine the O/E Heats.
4. The two racing formats are "integrated" for scoring purposes; no adjustments to Low Point Scoring are needed.

E. Odd & Ends

1. Tie Break. RRS A8 ("Series Ties") will be utilized.
2. DNF, DNS, DSO. The number of registrants plus one works for the integrated systems.