

The Drifter

Brown's Creek Sailing Association - January 2008

Commodore's Corner – Debbie Clotfelter

Happy New Year Sailors,

Your BCSA Board met last Saturday to make plans for 2008. We came up with a great variety of activities. Look for the Calendar of Events elsewhere in the Drifter. We have a great group of folks on the board, but we can't have all the fun. I hope to see lots of folks involved in various activities. Look at the calendar and see what events you would like to help with or let us know if you have an idea for an event.

Some of the other ideas that were tossed around include:

- Sunfish races (men, women, kids)
- BCSA family boat building (I found simple plans for small boats that could be built in a day or a weekend)
- Progressive dinner around the docks with food that has been cooked on your boat's stove (cruising book recipes)
- Reference Education Chairman Rob Chamblee's list in the December Drifter

Ian Buchanan sent out membership renewal notices in December. Please send yours in as soon as possible. Also, take time to update your contact information, areas of interest, and committees on which you would be willing to serve.

We had a good turn out for our first social event of the year – the 2nd Annual Carrabba's Wine and Food Tasting. It was great seeing old and new friends. Thanks to Elizabeth Starnes for putting this event together.

Clubhouse - We are working on getting the clubhouse bathroom completed as soon as possible. Please continue to use the outside bathrooms for now. During 2008, I hope to see the kitchen refrigerators replaced and a new kitchen floor. We have an additional bookcase now to house our expanding library. Last weekend I noticed that some books had been checked out for a long time. If you have finished with a book, please return it to the club library so others can enjoy it.

I still have two burgees. Only \$20 each. Let me know if you want one.

I look forward to serving as your Commodore this year.

Debbie
Home (256) 564-7533
Cell (256) 651-1275
debbiec@hiwaay.net

Vice Commodore - Vicki Hicks

Years ago, Bill was a member of the Dauphin Island Race crew of *Cutlass*, a Cal 30 out of Fairhope. After seeing Bill off, I drove to the island with our 5 year old son where we had a room in an old, weather-beaten motel for the night. There was the usual, post-race revelry at the Dauphin Island Volunteer Fire Department fish fry and the inevitable return trip to Fairhope the following morning. The hung-over crew headed out early and I began the drive back around the bay to wait for their arrival. Sailing was such fun for wives in those days.

Bill likes to tell this little story about the return to Fairhope: “We had been sailing with the spinnaker up for about two hours which was a real novelty for an inland lake sailor. I was at the helm and some little adjustment was needed. When I asked for somebody to handle it, all eyes were suddenly on me. The crew had been immediately responsive to every command during the race, so I was a little perplexed. After a minute or so, one of the old salts said ‘When cruising, if you see something that needs fixing, you do it yourself.’ I promptly said ‘Yes sir’, and made the adjustment myself.”

I hope each member of the club will think of us as being on a cruise together and voluntarily handle little maintenance tasks as they come along. Assume a little bit of ownership for the clubhouse, our Sunfish fleet and the *General Recall*. If you’re at the clubhouse and see that the garbage needs to be emptied, take a few minutes to do it yourself. If the carpet needs to be vacuumed, ditto. If the furniture is moved around for a meeting or social event, return it to its original place. If there is a problem with a Sunfish or the *General Recall*, please let me know right away. Things like these could be too easily thought of as just thankless, little jobs, but I think it simply goes with being a member of the club. So I’ll say “Thank you” now for all those unseen, helping hands we need to make this a happy cruise together.

On a less philosophical note, the bathroom project should be completed around the first of February. Also, our ice vending service has been discontinued until spring.

Race Committee – John Gwyer

The January 26 Race Management Seminar at 10 AM will be an open forum to get together and discuss our races, the sailing instructions, and how to setup a race course. I want to hear from each of the skippers and crew that would like to race and modify the sailing instructions to get more participation. We had a 3 way tie that was difficult to break in the Fall Series, so I would like to make that more equitable to all - we need your input to change them. I have also proposed to change the time of the start of the races, and have had some input from 3 members that did not like what I proposed. Let's discuss our reasons and see if changing the time will encourage or discourage participation. Also, we have some one-design classes, and I'm wondering if we should have some special races or separate fleets – the Catalina 22 and Buccaneer 18 boats are the ones that come to mind, but there may be others. We'll have some chili for lunch, so plan to attend, and bring your crew or skipper. Lunch is free.

(Editor's note: please find the Sailing Instructions at the end of the Drifter.)

Committee At Large – Kim McWilliams

I would like to make a picture board. I would like to ask everyone to send me pictures of club activities and sailing. I thought it would be a good way of showing people when they come in that we have an active club. That is all for me. Thanks, Kim.

Secretary – Will Marsh

Minutes of the board meeting

1. We have a bookcase now to store all the donated books.
2. We are planning to install the toilet but first we need to get the baseboard installed.
3. We need to replace the storage bin on the General Recall. It was recommended that we get one for around \$50.
4. Treasurer: We did quite well last year. We had a net income of \$3500. Most of this was thanks to John Gwyer's and Dave Ashley's efforts. We need to look ahead at budgets and expenses.
5. Membership – Mike and Paula Loggins turned in their resignation from the club.
6. We will look at using Google Documents to hold the master membership list.
7. Motion to accept Brian Van Norstrand as an associate member of BCSA was accepted. Welcome to BCSA, Brian.
8. The rest of the meeting was the planning session for the Calendar of Events.

Please see our Calendar of Events for this year's planned activities.

Editors note – I normally plan to have the Drifter out within a week of the board meeting. I apologize for being late this time due to computer problems.

Membership - Bill Hicks

Mike and Paula Loggins have resigned. As you may recall, they sold their jewel of a sailboat, a PS Flicka 20, to Melinda Briscoe and began a search for something better suited to having their grandchildren aboard. After a lot of analyzing and looking, they found a Catalina 320 which meets their needs. I accompanied Mike on the boat buying trip to Ft. Myers, Fl which was quite a memorable experience. Too bad the BCSM didn't have a suitable space at the time their new boat was commissioned. Mike was always willing to share his considerable mechanical and electrical know-how and Paula will be remembered for the great clubhouse kitchen cleanup of a few years ago. They will be missed and we wish them well.

Members whose circumstances have similarly changed and will not be maintaining their memberships in the BCSA should submit their resignations to me (an e-mail will do: bvhicks@bellsouth.net); otherwise, the Treasurer will have to go through the process of eventually dropping you from the membership for nonpayment of dues ... a bad way to go.

Welcome to new members Bill Dulion and Brian van Norstrand.

Bill Dulion's hometown is Pinson, AL (a suburb of Birmingham). His boat, a Capri 26, is in a slip near Pier 1's picnic shelter. Bill has been a major contributor to the clubhouse bathroom remodeling project (plumbing rough-in.) We appreciate his participation in this project and are glad to have him back at the BCSA after a several year absence.

The board has taken the unusual step of granting an Associate Membership to Brian Van Norstrand of Huntsville as recognition for his achievement as Dave Chadwick's crew. (They finished 2nd at the Buccaneer 18 North American Championship this past summer.) Brian is also Larry Fisher's nephew. Brian is a senior at Buckhorn High School and will be attending the University of Alabama next year. We hope that being an Associate Member will encourage him to keep sailing and eventually become a Regular Member of the BCSA.

Treasurer – Ian Buchanan

Hello everyone. Not a lot to report this month as December was a pretty quiet month for the club due to the holidays. I am in the process of closing the books for 2007 and will give a full report to the Board at February's board meeting.

Everyone should have received dues notices in the mail by now. If you haven't received your's, please let us know. Dues have remained the same this year and are only \$120. Remember that as a member you have access to the clubhouse, pool as well as all the

sailing, education, and social events that the club sponsors throughout the year. And if you are a racer, you can pay your series racing fees for the year for \$77 (\$70 for US Sailing Members). Please send payments to the following address:

Treasurer
100 Brown's Creek Road
Guntersville, AL 35976

Sincerely,

Ian Buchanan
ianfbuchanan@gmail.com

Social - Elizabeth Starnes

We have planned a variety of social events for the coming year. This is a tentative list, so watch the Drifter for more details on dates and times.



March 15 - **Shrimp Boil** following the final Winter Series race and Clean-Up day at the club house



April 27 - **Mexican Fiesta** (an early *Cinco de Mayo* celebration!)



May 24 - **Memorial Day cookout**; Sunfish/dinghy races



June 14 - **Buffett Buffet and Pool Party** (Cheeseburgers in Paradise!) following the Spring Series race



July 4 - **Cookout and Fireworks**



August 9 - **Luau and Pool Party**



By Rob Chamblee

It will be 32 years ago this year that I left my home in Birmingham and travelled to Alameda Island in San Francisco Bay to receive US Coast Guard Basic Training. It was there that I was introduced to the term “Marlin Spike Seamanship”. As a land lubber who had been land locked all of his life this was a new and facinating area of study which would become a fundamental part of my life for the next year and a half aboard a Coast Guard Cutter.

I had a go at “learning the ropes” as a Seaman Apprentice aboard the Coast Guard Cutter Acushnet which had her homeport in Gulfport Mississippi. I learned to use a tool called a fid to open and splice two inch double braided nylon line, how to make a heaving line using a monkey’s fist, and many other basic seamanship skills that as a sailboat sailor I have found to be useful.

I left the ship when I received orders to go to Radio School. In Radio School I was exposed again to a facinating field of study. I spent the remainder of my Coast Guard enlistment working as a Radioman, a very rewarding job at that time. I was involved with many rescues and maritime incidents which for a young man was very exciting.

After completing my four year Coast Guard enlistment, I continued my career in radio at a Coastal Marine Radio Station in Slidell Louisiana (call sign WNU). At WNU I worked on 5,000 Watt 1948 vintage radio transmitters as well as state of the art communication frames.

I have been an active Amateur Radio Operator (Ham) since 1982 (call sign N5GEN), and have had the pleasure of operating a Ham Station aboard a friends Hunter 38 in the Gulf of Mexico off the coast of Pensacola.

By now you are probably saying “so what!”, well... I’m getting to that. I will be leading Two of training classes this year one on “**Basic Seamanship**” **scheduled for July 19**, and the other “**Maritime Radio/Ham Radio**” **scheduled for Aug 16**. I have first hand knowledge on the importance of having good knowledge and skills in both of these areas. But wait there’s more, we have scheduled several training opportunities for this year. First there is a **Race Management Seminar on January 26**. This class will be lead by our very own John Gwyer, who is not only extremely well versed on Saliboat Racing, but is very passionate about it as well. I had the good fortune to have been John’s protégé last year as I tried my hand at racing. While on the Committee Boat, John would shout out instructions to me while I was on the course, I also had the honor of a one-on-one day long training session when John crewed for me for a race. I learned a lot and will always

be indebted to him for his willingness to share his passion and knowledge for this fun activity. I also have a new found appreciation for the other racers in our club who are very skillful at sailboat racing.

February 23 the U.S. Coast Guard Auxiliary, Guntersville Flotilla 08E-2402 will be providing a **Safe Boating Course** at Pat Isbell Building, 700 Ringold Street, Guntersville. This beginner boating class will give you the knowledge needed to obtain a boat license or safety certification in many states. Many boat insurance companies will offer discounts on boating insurance to boaters who successfully complete America's Boating Course.

TOPICS INCLUDE:

- Introduction to Boating - Types of power boats; sailboats; outboards; paddle boats; houseboats; different uses of boats; various power boating engines; jet drives; family boating basics.
- Boating Law - Boat registration; boating regulation; hull identification number; required boat safety equipment; operating safely and reporting accidents; protecting the marine environment; Federal boat law; state boating laws; personal watercraft requirements.
- Boat Safety Equipment - Personal flotation devices ("life jackets"); fire extinguishers; sound-producing devices; visual-distress signals; dock lines and rope; first aid kit; anchors and anchor lines; other boating safety equipment.
- Safe Boating - Bow riding; alcohol and drug abuse; entering, loading, and trimming a boat; fueling portable and permanent tanks; steering with a tiller and a wheel; docking, undocking and mooring; knots; filing a float plan; checking equipment, fuel, weather and tides; using charts; choosing and using an anchor; safe PWC handling; general water safety.
- Navigation - The U.S. Aids to Navigation system; types of buoys and beacons; navigation rules (sometimes referred to as right-of-way rules); avoiding collisions; sound signals; PWC "tunnel vision."

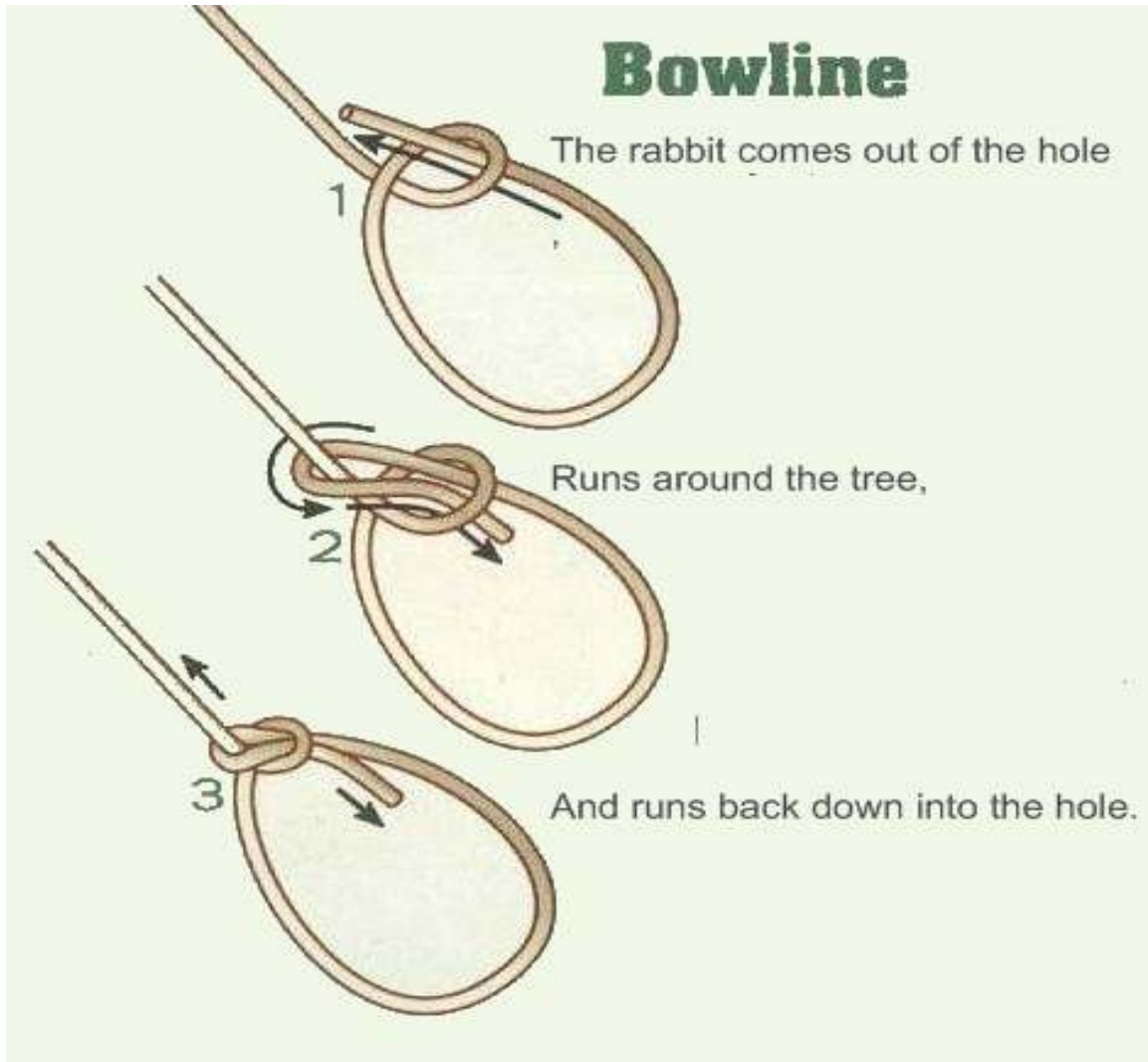
There is a book that cost \$20 that includes 2 tests and 2 certificates, that could be used for 2 people. The book is not mandatory, but is a great reference. Without the book the test and certificate are \$5.00 per person.

We will also be having lunch at the facility probably chili which will be about \$3 per person additional. So for 2 people cost would be \$26.00, that includes 1 text book, 2 tests, 2 certificates and 2 lunches. Without the text book it would be \$8.00 per person.

If you are interested in this course we need to get a head count, please RSVP to me by Feb 16th at the following email rchamblee@bellsouth.net, or call (205) 527-7329 (cell) (205) 680-9533 (home).

On April 27th we will have a class on **Locking Through**, and I don't mean that sweet little arm locking thing Auburn's head coach Tommy Tuberville does with his players as they come through the tunnel on to the football field. I'm looking forward to the preparation for this class as I will do the research by actually locking through on my boat. Yes, I've never locked through before, in fact during our planning meeting I called it "lock down" of course that has a different meaning which is closely related to "lock up". I plan on having all the details needed on the process of locking through for this class.

Do you know how to tie a bowline?



Warmest Regards and Best Wishes for the New Year.

Rob

BCSA Calendar of Events		
Weekends		Point(s) of Contact
Sat Jan 5	BCSA Board Meeting 10am	Debbie Clotfelter
Sat Jan 12	Carrabbas Food/ Wine Pairing 3:30pm	Elizabeth Starnes
Sat Jan 19		
Sat Jan 26	Race Management Seminar 10am	John Gwyer
Sat Feb 2	BCSA Board Meeting 10am	Debbie Clotfelter
Sat Feb 9	Winter Pursuit 10am Skippers Meeting	John Gwyer
Sat Feb 16	Winter Series #1 10am Skippers Meeting	John Gwyer
Sat Feb 23	USCGAuxiliary Safe Boating Class (meets Ala requirements for getting a vessel license)	Rob Chamblee
Sat Mar 1	Winter Series #2	John Gwyer
SUN Mar 2	(Sunday) BCSA Board Meeting 2:00 pm	Debbie Clotfelter
Sat Mar 8	Winter Series #3	John Gwyer
Sat Mar 15	Winter Series #4 / Clubhouse Cleanup / Shrimp Boil Social / Joint Pursuit Meeting	John Gwyer / Vicki Hicks / Elizabeth Starnes / Keith Kuhlman
Sat Mar 22	Easter Weekend	
Sat Mar 29	Winter Series Makeup Day (if needed)	
Sat Apr 5	Spring Series #1	John Gwyer
SUN Apr 6	(Sunday) Joint Pursuit #1	Keith Kuhlman
Sat Apr 12	Spring Series #2	John Gwyer
Sat Apr 19	Guntersville Cup @ LGSC	LGSC
Sat Apr 26	Dolphin Island Race	
SUN Apr 27	(Sunday) Dam Lock Through Education / Mexican Fiesta Social / Sailing class graduation / (Elsewhere -Dolphin Island Race)	Rob Chamblee / Elizabeth Starnes
Sat May 3	Spring Series #3 / Monthly Raft Up @ Short Creek (>3pm)	John Gwyer / Keith Kuhlman
Sat May 10	Mother's Day Weekend	
Sat May 17	Spring Series #4	John Gwyer
Fri - Mon May 23-26	Memorial Day Weekend Cruise to Decatur Balloon Festival	Scott Landgraf
Sat May 24	Cookout at Clubhouse / Sunfish & Dinghy Races	Elizabeth Starnes
Sat May 31		
SUN Jun 1	(Sunday) Joint Pursuit #2	Keith Kuhlman
Sat Jun 7	Spring Series #5 / Monthly Raft Up @ Short Creek (>3pm)	John Gwyer / Keith Kuhlman
Sat Jun 14	Spring Series #6 / Buffett Buffet and Pool Party (Cheeseburgers in Paradise)	John Gwyer / Elizabeth Starnes
Sat Jun 21		
Sat Jun 28		

FRI Jul 4	(Friday) July 4th Cookout / Pool Available / Fireworks	Elizabeth Starnes
Sat Jul 5	Monthly Raft Up @ Short Creek after 3pm	Keith Kuhlman
Sat Jul 12		
Sat Jul 19	Basic Seamanship Education /Full Moon Cruise	Rob Chamblee / Keith Kuhlman
Sat Jul 26		
Sat Aug 2	Monthly Raft Up @ Short Creek after 3pm	Keith Kuhlman
Sat Aug 9	Luau Social / Pool Available	Elizabeth Starnes
Sat Aug 16	Marine Radio & Ham Radio Education / Full Moon Cruise	Rob Chamblee / Keith Kuhlman
Sat Aug 23		
Aug 30 - Sep 1	Labor Day Weekend Cruise to Goose Pond Colony	
Sat Sep 6	Fall Series #1	John Gwyer
Sat Sep13	Fall Series #2	John Gwyer
SUN Sep14	Joint Pursuit #3	Keith Kuhlman
Sat Sep 20		
FRI Sep 26	(Friday) GRR Skippers Meeting and Social	John Gwyer / Elizabeth Starnes
Sep 27-28	(Sat - Sun) Great River Race / Joint Pursuit #4	John Gwyer / Keith Kuhlman
Sat Oct 4	TVCC Race	
Sat Oct 11	Fall Series #3	John Gwyer
Sat Oct 18	Fall Series #4	John Gwyer
SUN Oct 19	(Sunday) Sailing Class Graduation / Social	Elizabeth Starnes
Sat Oct 25		
Sat Nov 1	BCSA Annual Meeting / Dinner	
SUN Nov 2	Joint Pursuit #5	Keith Kuhlman
Sat Nov 8	Fall Series #5	John Gwyer
Sat Nov 15	Fall Series #6	John Gwyer
Sat Nov 22		
Sat Nov 29	Thanksgiving Weekend	
Sat Dec 6	Fall Pursuit / GSV Christmas Parade of Lights	John Gwyer / Elizabeth Starnes
Sat Dec 13		
Sat Dec 20		
Sat Dec 27		

2008 BCSA BOARD			
Position	Name	Email	Phone
Commodore	Debbie Clotfelter	debbiec@hiwaay.net	(256) 564-7533
Vice-Commodore	Vicki Hicks	bvhicks@bellsouth.net	(205) 871-5601
Secretary	Will Marsh	willmarsh3@gmail.com	(256) 694-0828
Treasurer	Ian Buchanan	ianfbuchanan@gmail.com	(256) 658-5455
Member-At-Large	Kim McWilliams	vampiresskim@aol.com	(256) 533-0102
Membership	Bill Hicks	bvhicks@bellsouth.net	(205) 871-5601
Race	John Gwyer	jgwver@hiwaay.net	(256)722-0455
Social	Elizabeth Starnes	bstarnes245@charter.net	(256) 776-9793
Cruise	Scott Landgraf	seland@solutia.com	(256) 584-6975
Education	Rob Chamblee	rhamblee@bellsouth.net	(205)680-9533
Communications	Frank Livesay	flivesay@comcast.net	(256)881-5296

Here's a partial list of Wooden Boat Shows that could be enjoyed over a long weekend. BCSA doesn't have any official connection to these but I post them here for general interest.

Sailing and Boat Related Events for 2008		
April 26	Antique and Classic Boat Show - Apalachicola, Fl	http://www.apalachicolabay.org/calendarofevents.php
May 17-18	Billy Creel Memorial Gulf Coast Wooden Boat Show - Biloxi, MS	http://www.maritimemuseum.org/events.php
June 27-29	The Wooden Boat Show - Mystic, CT	http://www.thewoodenboatshow.com/
October 18	Madisonville Wooden Boat Show - Madisonville, LA	http://www.woodenboatfest.org/
October 18	Georgetown (SC) Wooden Boat Show	http://www.woodenboatshow.com/

**Browns Creek
Sailing Association
(BCSA)**

**2007 Sailing
Instructions**

Rules

Effective April 1, 2005, all races will be governed by the latest revision to the 2005 – 2008 International Sailing Federation (ISAF) Racing Rules of Sailing (RSS), the prescription of US Sailing, class rules (except as any of these are altered by the sailing instructions) and by these sailing instructions. All races are designated advertising Category A.

Entries

Eligible boats may be entered by

- (a) Completing registration, including sail declaration, at Browns Creek Sailing Association clubhouse prior to the skipper's meeting, or
- (b) By notifying the Race Committee and making sail declarations prior to the skipper's meeting, or
- (c) By notifying the Race Committee prior to the lowering of the answering pennant. *This method is not allowed for pursuit fastnet races.*

Boats entering by 2.1(c) will be registered with 155% genoa and spinnaker. Boats with genoas greater than 155% will be registered with the appropriate genoa size.

Three or more boats must enter an event; otherwise it will be canceled.

Notices to Competitors

Notices to competitors will be posted on the official notice board located at the BCSEA clubhouse.

Changes in Sailing Instructions

Any change in the sailing instructions will be posted on the notice board at the BCSEA clubhouse or published in the BCSEA newsletter with an effective date.

Skipper's Meetings

All skipper's meetings will be held one hour before the start of the first race or at the time and place noted in the race schedule.

Schedule of Races

The race schedule is shown in Appendix B.

Regatta Schedule

Race 1 (Saturday)	10:00 a.m.	Skipper's Meeting
	Approx. 11:00 a.m.	First Race Starts Additional races to follow
Race 1 (Sunday)	10:00 a.m.	First Race Starts Additional races to follow

For Saturday night races, the skipper's meeting is at 4:00 p.m. and the first race will be at 5:00 p.m.

Wednesday night races will start at 6:00 p.m. near Lower Guntersville Light with a 5:00 p.m. skipper's meeting.

Except for night events, no races will be started after 4:00 p.m. on Saturday, or after 3:00 p.m. on Sunday.

Racing Area

The racing area will be as shown in Illustration 1, attached. Combined LGSC/BCSA races may be held in the vicinity of Upper Guntersville Light.

The Course

The course will be described in the Notice of Race or displayed on a signboard on the Raced Committee boat. The Race Committee may choose to designate the course by the use of letter or shape signals. Commonly used courses and corresponding signboard displays are shown in Illustration 2, attached.

The approximate compass bearing from the starboard end of the start line to the first Mark shall be displayed from the raced committee signal boat. The first mark will be the "A" mark unless otherwise designated and will normally be the windward mark.

A boat may cross the finishing line while racing even if she is not finishing. This is sometimes called an open gate. If no designation is made by the race committee, then the gate shall be assumed to be "open".

The Race Committee may shorten or alter the course. Code flag "S" will be displayed from the Race Committee boat to signify a shortened course. The race committee will continue to display the "S" flag at the finish line of the shortened course. Boats shall finish between the Race Committee boat and the mark she is standing by in a natural way.

Marks

Marks will normally be orange inflatable tetrahedrons, or yellow inflatable cylinders, and the Race committee may choose a Navigation Aid, such as Lower Guntersville Light, as one of the marks. Dinghy races will normally be conducted closer to the Browns Creek Marina. An orange barrel may also be used as a mark. The starting and finishing marks will be the mainmast of the committee boat or a flagstaff with an orange flag and a pin with a flag or one of the marks listed above. Illustration 1 shows the approximate distances from Lower Guntersville Light.

The Race Committee may choose to place a barging mark close behind the committee boat. The purpose of the barging mark is to prevent boats from colliding with the committee boat prior to and during a race. This mark shall be considered to be an extension of the committee boat and therefore no boats may pass between the barging mark and the committee boat.

The Start

Races will be started in accordance with Rule 26 of the Racing Rules of Sailing. The Answering Pennant shall be a red and white striped flag or shape. The Warning Signal (class flag) shall be a white flag or shape. The Preparatory Signal shall be code flag "P" or a blue shape with white squares. If more than one class is racing, additional class flags shall be designated.

Signal	Flag / Shape	Sound	Time / Event
	Answering Pennant Up	2 sounds	When RC on station
	Answering Pennant Down	1 sound	Approx. 6 min. before start
Warning	White Flag / Shape Up	1 sound	5 min. before start
Preparatory	Blue Shape with white square Up	1 sound	4 min. before start
	Blue Shape with White square Down	1 sound	1 min. before start
Starting	White Flag /Shape Down	1 sound	Start

Except in series races identified in the race schedule, if a single class is represented by 4 or more boats, the race committee may provide separate starts for that class. Classes will start at 5 minute intervals and in the order specified by the race committee. Races with more than one fleet or class starting will be started in accordance with Rule 26.

Time is taken from the visual signals (flags / shapes). The failure of a sound signal shall be disregarded.

The start line is between a staff displaying an orange flag or shape on the committee boat at the starboard end and a mark at the port end. The port end of the starting line will be

one of the following course marks A, B, C, or D or a pin. The barging mark is an extension of the committee boat and not part of the starting line.

Boats whose preparatory signal has not been made will keep clear of the starting area and of all boats whose preparatory signal has been made.

Recalls

Individual recalls will be signaled in accordance with racing rule 29.2.

When a general recall has been signaled a new warning signal for a new start of the recalled class will be made one minute after the lowering of the first substitute flag.

The Finish

If the Race Committee boat is a sailboat, the finishing line will be between the main mast of the committee boat and one of the following: the course marks A, B, C, or D, or a pin. If the committee boat is a pontoon boat, the finish line will be between a flag staff with an orange flag on the committee boat and one of the following: the course marks A, B, C, or D, or a pin. The committee boat should also hoist a blue flag or shape to designate that the finish line is set. Once finished, boats should clear the area of the finish line.

Time Limit

The time limit is two hours. When no boat finishes within the prescribed time limit, the race shall be abandoned. The two-hour time limit does not apply to pursuit fastnet races or the Great River Race in which case the time limit is at the discretion of the race committee.

Protests

Protests shall be written on forms available at the BCSA clubhouse and lodged there within 30 minutes after the race committee or representative docks. The race committee will give a sound signal when they dock.

The protest committee will hear protests in approximately the order of receipt as soon as possible.

Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a protest or named as witnesses.

Handicapping

The US Sailing Association 2006 Portsmouth Yardstick shall be used to determine handicaps to the extent that the handicaps are specified therein. Handicaps not specified therein shall be the applicable numbers from the handicap sheet used in 2005.

The following allowance modification factors from Table V shall be used with the D-PN and Wind Handicap to calculate handicaps:

- (a) Class normally with the spinnaker, not equipped with one

- (b) Class normally without spinnaker, carrying one
- (c) Headsail allowances will be used
- (d) Other allowances may be employed at the discretion of the Race Committee (e.g. spinnaker pole deviations, unusual prop orientation allowance)

Corrected times will be calculated by dividing the elapsed time (in decimal minutes) by the handicap then multiplying by 100.

Boats will be scored in order of corrected time with the smallest corrected time first, the next larger corrected time second, and so forth.

Scoring

Individual Races

Each boat starting and finishing a race, and not thereafter retiring or being disqualified, will be scored points equal to her finishing place, as follows:

Finishing Place	Points
First	1
Second	2
Third	3

Each place thereafter shall add 1 point. Except in series races, all other boats, including a boat that finishes and thereafter retires or is disqualified, will be scored points equal to one more than the total number of boats entered.

Day or Regatta Score

- A. Each race will be scored according to 16.1
- B. Each boat's day or regatta score will be determined by finding the sum of her scores for all races held, excluding any throw-outs. Beginning with the lowest total sum, each boat will then be scored points equal to her relative standing [or rand], as follows:

Standing	Points
First	1
Second	2
Third	3

Series Scoring

- A. Each race will be scored according to 16.1 with the following modifications:
Boats that came to the starting area but retired, were disqualified or did not finish will be scored points equal to one more than the number of all boats that came to the starting area.

- B. Each day will be scored according to 16.2. Boats that did not come to the starting area will be scored points equal to one more than the number of boats entered in the series.
- C. Competing boats must participate in the number of race days minus one race day to be scored for the series. The series scores for each boat will be the sum of her race scores for each race day, excluding the throw-out(s). The qualified boat with the lowest series score is the winner and others are ranked accordingly.
- D. For a 6 race series, the series scores for each boat will be the sum of her race scores for each race day, excluding 3 throw-outs. The qualified boat with the lowest series score is the winner and others are ranked accordingly. For this series dinghies will have a separate start. Note: it is possible for a skipper to compete in both the dinghy class and cruiser class.

Ties

- E. Day Races or Regattas – When there is a tie on total points between two or more boats, the tie will be broken in favor of the boat with the most first place finishes in individual races, and if the tie remains, the most second place finishes, and so on for such races as count for total points. If a tie still exists it will be broken in favor of the boat with the better finish in the last race in which the tied boats competed and did not throw-out the race’s score.
- F. Series Races – When there is a tie on the total points between two or more boats, the tie will be broken in favor of the boat with the most first place day’s scores, and if the tie remains, the most second places scores, and so on, using only the scores for each boat that count for her series score. If a tie still exists it will be broken in favor of the boat with the better day’s score for the last day on which the tied boats competed and did not throw–out the day’s score.
- G. Rule A7 of the Racing Rules of Sailing, regarding sharing and equal prizes for ties, shall only apply when all other practical means of breaking the tie are exhausted.

Throw-outs

For regattas, a boat may throw-out one of her scores if the total number of races exceed 5. If the total number of races exceeds 8, there will be 2 throw-outs.

For a 4 day series race, a boat shall throw-out one entire day’s score. For a 6 day series race, a boat shall throw-out 3 entire day’s score. The race day(s) not included in the scoring shall be the highest race day score(s). A boat’s throw-out(s) shall not be used to break a tie.

Penalties

No changes from the RRS.

Prizes

Prizes will be awarded as follows:

Entrants	Trophies
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3 to 4	1
5 to 7	2
8 or more	3

Boat Number

A boat's identifying number shall be its mainsail number. No two boats of the same type shall possess the same mainsail number. In the event that two boats of the same type have the same mainsail number, the boat whose mainsail does not match that of the hull shall be penalized unless there are other identifying features by which the race committee may easily distinguish between competing boats.

Appendix A – Pursuit Fastnet Races

When this instruction is used it will replace instructions 10 and 15 of the sailing instructions.

10 The Start

- 10.1 Races will be started in accordance with Rule 26 (See section 10.1 of these sailing instructions.)
- 10.2 The race committee will specify each boat's start time as minutes and seconds after the starting signal.
- 10.3 The starting line will be between the main mast of the committee boat at the starboard end and the port end starting mark.
- 10.4 Boats whose preparatory signal has not been made will keep clear of the starting area and of all boats whose preparatory signal has been made.

15 Handicapping

- 15.1 The current Portsmouth Yardstick, as published by US Sailing Association, shall be used to determine handicaps. Each year, new numbers are published, and will be in effect as soon as they become available.
- 15.2 The following allowance modification factors from Table V shall be used with the D-PN and Wind Handicap to calculate handicaps:
 - (e) Class normally with the spinnaker, not equipped with one
 - (f) Class normally without spinnaker, carrying one
 - (g) Headsail allowances will be used
 - (h) Other allowances may be employed at the discretion of the Race Committee (e.g. spinnaker pole deviations, unusual prop orientation allowance)
- 15.3 The Portsmouth handicap shall be converted to time-on-distance handicaps based on Table VI in the Portsmouth Yardstick.
$$\text{PHRF} = (\text{DPN} - 55) \times 6$$
- 15.4 The PHRF handicap of each boat shall be multiplied by the course length in miles to obtain the time allowance in seconds. The boat(s) with the largest time allowance will start at the start of the race. The start time for each remaining boat is obtained by subtracting its time allowance from the time allowance of the scratch boat. This is the time in seconds after the start that a boat is allowed to start.
- 15.5 Boats will be scored in order of finish.