

## CATAMARAN RACING ASSOCIATION OF MICHIGAN

# RACING RULES

(Revised July 2011)

NOTE: Any changes, deletions or additions to these rules will be announced at the skippers' meeting.

1. Races will be sailed under the management of the CRAM Race Committee, supervised by the CRAM Race Chairman. Races will be sailed in accordance with (a) the current Racing Rules of Sailing of the ISAF as adopted by the US Sailing Association except as modified in these instructions; (b) the rules and regulations of the Class Associations of participating boats when not in conflict with these instructions.

### 2. COURSES TO BE SAILED AND SIGNALS USED:

2.1 Course marks will be inflatable buoys. They will be either yellow pyramids or orange cylinders.

2.2 Course to be sailed will be displayed on the race committee boat prior to or concurrent with the display of the Warning Signal for each fleet.

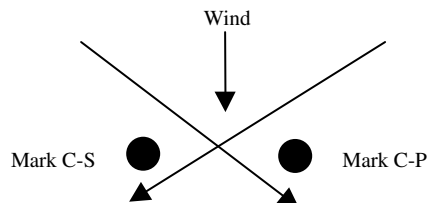
2.3 Leave all marks to port when sailing course, except as defined in paragraph 2.5.

2.4 CRAM uses US Sailing multihull regatta courses with the addition of course 8 which is a start to B mark.

### COURSE NUMBERS

<u>Course #</u>	<u>Course</u>	<u>Finish</u>	<u>Options</u>
1	S A C A F	Downwind	Gate
2	S A C A C A F	Downwind	Gate
3	S A C A B C F	Upwind	
4	S A B C A C F	Upwind	
5	S A C F	Upwind	Gate
6	S A C A C F	Upwind	Gate
7	S A C A B C A C F	Upwind	
<b>8</b>	<b>S B C F</b>	<b>Upwind</b>	<b>Gate</b>
II	TWICE AROUND		

2.5 If the Race Committee sets a gate instead of a single C-mark, boats shall sail between mark C-S and mark C-P from the direction of the last mark and round either mark C-S to starboard or mark C-P to port, as shown below.

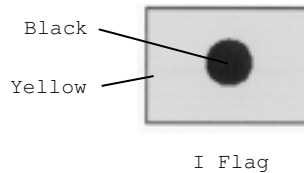
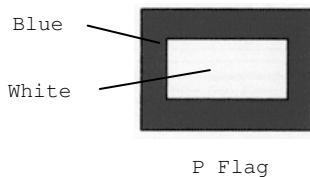


### 3. STARTING/FINISHING

- 3.1 Fleet flags will be announced at the skipper's meeting. Class starts will be identified during each race by flying the class flag in conjunction with the Warning Signal for that start.
- 3.2 **Starting Signals:** The starting signals shall be in accordance with the current ISAF Racing Rules of Sailing rule 26 Starting Races.
- 3.3 **Flags:** Colored flags will be used as follows:

<u>Signal</u>	<u>Color</u>	<u>Minutes Before Start</u>	<u>Audible Signal</u>
Warning	Class Flag	5	1 sound
Preparatory	P or I	4	1 sound
One-Minute	Prep Flag down	1	1 long sound
Starting	Class Flag Down	0	1 sound

The next class flag may or may not be raised at the same time that the class flag for the previous start is lowered. The race committee will raise a blue flag when they are on station at the finishing line.



- 3.4 **Start/Finish Line:** The Start/Finish line may be positioned anywhere on the race course, including behind C-mark or above A-mark. The line is defined by the orange flag on the committee boat at the starboard end and the buoy with an orange flag at the port end. The same line will serve for both starting and finishing unless the course is shortened. The line may be moved, extended or shortened between the time the last boat starts and the first boat finishes. Boats shall pass through the Start/Finish line only when starting or finishing. Passing through the line at any other time after the start will result in a score of DNF unless the offending boat returns through the line in the opposite direction and continues on a corrected course.
- 3.5 "Zone" Definition Change: The definition of "zone" as used in the US Sailing Racing Rules of Sailing is changed from 3 boat lengths to 2 boat lengths..
- 3.6 **Barging Mark:** A barging mark may be set behind the committee boat. The barging mark **IS** an extension of the committee boat. Touching or going between the barging mark and the committee boat carries the same penalty as touching the committee boat.
- 3.7 **Finishing on the Water:** In certain instances, the Race Committee may choose to finish boats at the last mark or on the course. The method of finishing and the finishing positions awarded are determined by the Race Committee.
- 3.8 **Time Limit:** The time limit for finishing will be thirty minutes after the first boat in the same start has finished (to be used at the Race Committee's discretion).
- 3.9 **Race Validity:** When the Race Committee abandons or cancels a race, no boat will be scored for that race.

### 4.0 SCORING SYSTEM

- 4.1 Scoring system will be as follows:

First - 1 point	
Subsequent positions	Points same as finishing position
<b>DNS</b> (Did Not Start)	Number of boats registered
<b>DNF</b> (Did Not Finish)	Points of last finisher plus one
<b>DSQ</b> (Disqualified)	Number of boats registered plus one
<b>DND</b> (DSQ for unsportsmanlike conduct)	Number of boats registered plus one

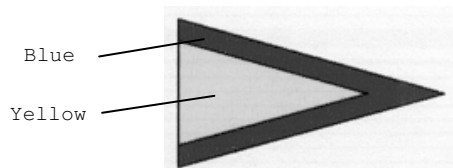
OCS (On course side)

Number of boats registered

RDG (Redress given)

Position as directed by the Protest Committee

- 4.2 **Fleets:** Four boats of the same one design class are required to make a fleet. Skippers from a fleet that are serving on the Race Committee shall be added to those registered to race when determining fleets. Otherwise, they will sail in the Portsmouth fleet (at the discretion of the Commodore and Fleet Captains). Boats in the Portsmouth fleet are timed, and Portsmouth handicap ratings are applied to their times to determine their finishes.
- 4.3 **Throwouts:** If a regatta has five or more races, one race will be a throwout. A score of "Disqualified" (DSQ) may be thrown out. A score of "Disqualified - Not Discardable" (DND) cannot be thrown out.
- 4.4 **Ties:** All races of a given regatta will be used in breaking a tie. Ties will be broken in the following sequential method:
1. Most firsts, seconds, etc. (excluding throwouts)
  2. Comparison of each race (who beat who the most - excluding throwouts)
  3. Lowest cumulative corrected time (Portsmouth Fleet) or who beat who in the last race (all other fleets) including throwouts
- 4.5 **Trophies:**
- 4.5.1. The number of boats registered in the Fleet determines the number of trophies awarded to a Fleet. Four boats, one trophy; six boats, two trophies, etc. This may be modified by the Commodore.
- 4.5.2 B Fleet Trophies
- a. If A fleet and B fleet boats are starting together they are considered one fleet for purposes of determining the number of trophies with the exception that, if there are four or more boats registered for B fleet, there will be one trophy added to the Fleet for first place B fleet only. If, however, the first place B fleet skipper qualifies for an A fleet trophy, then the first place B fleet trophy is not awarded.
  - b. Rule 4.5.2.a does not apply when the A and B fleets each have their own start. Instead, each fleet will be considered separately per rule 4.5.1 above.
- 4.6 **Premature Starters:** Boats over early which do not restart will be awarded a score of OCS.
- 4.7 **Improper Course:** Boats that sail an improper course will be awarded a score of DNF.
5. **SAFETY**
- 5.1 **Flotation Devices:** Personal buoyancy as specified by the U.S. Coast Guard is required (one wearable personal buoyant device per person on board plus one throwable device per boat). The personal bouyant device must be worn while racing. Protests on throwables will not be heard.
6. **HITTING A MARK**
- Hitting a mark of the course will require one 360 degree turn as a penalty.
7. **FLAGS AND SIGNALS**
- 7.1 **General Recall:** A general recall of all boats in a particular start will be signaled by displaying the "1st Substitute" flag and multiple audible signals.

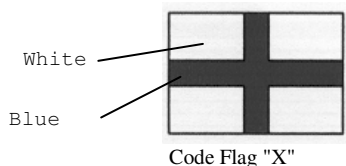


1st Substitute (Yellow/Blue)

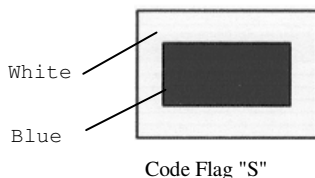
The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound) and the starts for any succeeding classes will follow the new start.

7.2 **One Minute Rule:** Following a "General Recall", ISAF 30.1 ("I Flag Rule") shall automatically be in force and the displaying of Code Flag "I" shall not be required.

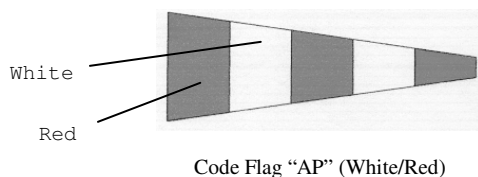
7.3 **Individual Recall:** Recall of individual premature starters may be by hail of sail number from the committee boat and will be signaled by Code Flag "X". The Individual Recall flag will be lowered not later than four minutes after the starting signal or one minute before the next start, whichever is earlier. A single audible signal may precede the hailing. The responsibility for properly starting rests solely with each yacht.



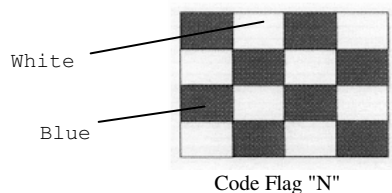
7.4 **Shortened Course:** When the Shortened Course flag (Code Flag "S") is flown by the Committee boat, finish between the mark and the committee boat in the direction from the last mark.



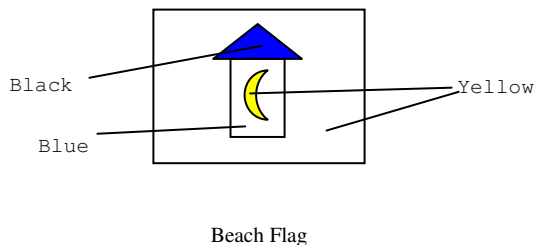
7.5 **Postponement:** If a start is to be postponed temporarily, the signal will be the Code Flag "AP" (red & white vertical stripes) and two audible signals. One minute after the flag has been lowered, the next signal displayed will be the Warning Signal for the starting sequence which was postponed. If flown on shore, do not leave shore.



7.6 **Abandonment:** If a start or race is to be postponed indefinitely or abandoned, the signal will be the Code Flag "N" flag (blue & white checkerboard) and three audible signals. Abandon race and return to the starting area. If the beach flag is also flown, head for shore.



7.7 **Beach Flag:** CRAM uses a "beach" flag on the committee boat at the finish line to signal that another race will not be run immediately after the last boat has finished. When the beach flag is displayed, all boats should return to the beach.



## **8. PROTESTS:**

8.1 **Flag:** All boats **longer than 6 meters** shall fly a protest flag when signaling their intent to protest. For the purpose of Rule 61.1 (a), a red flag (minimum 10 inches per side) is required.

8.2 **Signaling a Protest:** A boat protesting another boat shall follow ISAF Rule 61.1(a-1) except as modified herein. Notify the Race Committee of intent to protest when finishing. **DISPLAY THE PROTEST FLAG AT THE FIRST OPPORTUNITY AND CONTINUE TO FLY IT WHEN FINISHING (boats 6 meters or longer).**

8.3 **Filing:** Protests must be filed as follows:

For races starting before lunch break - submit during break.

For races after lunch break or if there is no break - submit within one hour after the committee boat hits the beach.

Submit protest forms to the Race Committee, Commodore or Protest Chairman. (Protest forms are available from these people.)

8.4 The Protest Chairman or his designate will notify persons being protested.

8.5 **Skipper Options When Protested:** Skippers being protested have the following options:

A) Clear themselves by making one 360 degree turn (**one** tack and **one** gybe). **TURN MUST BE COMPLETED IMMEDIATELY AFTER GETTING CLEAR OF OTHER BOATS.**

B) Retire prior to finishing. Notify the Race Committee.

C) Attend the protest hearing and present your case.

D) Options A & B do not absolve violations determined to be DND violations by the Protest Committee

8.6 **Hearing:** Protests will be heard on the filing day. It is the responsibility of the involved parties to find the time and place of the protest meeting with concurrence from the Protest Committee.

## **9.0 REDRESS**

9.1 Redress will be considered by the Protest Committee in situations where a boat stops racing to come to the aid of a person or boat whose safety is in jeopardy. Redress is requested via a protest form submitted in accordance with paragraph 8.3.

## **10.0 SPECIAL INSTRUCTIONS:**

10.1 Special instructions and modifications to these instructions will be announced at the Skipper's Meeting.

## **11.0 ELIGIBILITY**

A boat may not protest a boat for an alleged breach of RRS 75.2 with respect to ISAF 19. This language denies protests by a boat only under the rule requiring US Sailing or club membership.

## **12.0 B-FLEET GUIDELINES**

There will be a B-Fleet in any catamaran class where numbers allow. While the fleet captain will have the final decision of who races in which fleet, certain guidelines have been established. These guidelines apply to all fleets.

### **12.1 Advancement**

Any sailor who finishes 1st overall for the season or wins 3 regattas in B-Fleet, should advance into A-Fleet. The Fleet Captain will have final authority.

Any sailor who feels they are prepared for A-Fleet (e.g. won 1 or 2 regattas, came in 2nd consistently) can move into A-Fleet.

## 12.2 Scoring

In order to make scoring as simple as possible, all scoring will be done as if there was only one fleet, i.e. no distinction will be made between A and B Fleets. This will apply for both the regatta and season scoring. Once the final scoring has been completed for a regatta, the B-Fleet skipper with the lowest overall score will be awarded 1st place in B-Fleet, and so forth. In regattas where there are separate starts for the A & B Fleets (and therefore separate scoring) the season points for this type regatta will be given 30% of their face value. This will allow sailors to take their season points with them when they transfer from B to A Fleet.

## 13.0 PORTSMOUTH RATING SYSTEM

CRAM uses the current United States Sailing Association (USSA) Wind Velocity System to score the Portsmouth Fleet.

## 14.0 SCORING SEASON POINTS

Classes having a fleet in 50% or more of the regattas held in a season are eligible for season awards. Each race adds points to your season ratings. The better your finish, the more points you gather. In addition, the larger the number of boats in your fleet, the more points awarded for a given finishing position.

In the instance where a boat attends a regatta and there are not enough boats to make a fleet (and that fleet meets the eligibility requirements for season awards), season points may be awarded in the fleet even though the boat(s) raced in the Portsmouth fleet. For example, 2 I-20s show up for a regatta. The I-20s normally make a fleet and they are eligible for year end season awards. These boats finish 1 and 4 in a 5 boat Portsmouth fleet. Season points are awarded in the I-20 fleet for these two boats as if all Portsmouth boats were I-20s.

In the instance where a one design fleet is present at a regatta but the fleet does not meet eligibility requirements for season points (i.e. no fleet at 51% of the regattas), the season points accumulated in the one design races may be carried over to the Portsmouth Fleet season Points.

A total of five races will be thrown out in calculating season points. A skipper who serves as race committee chairperson will receive, for the purpose of scoring season points, the highest number of points awarded to any skipper in his or her fleet for that regatta.

The formula used in determining season points earned in each race is:

$$X = 100 + 5(N - 1) - \left( \frac{(100 + 5N)(P - 1)}{N} \right)$$

where N=Number of boats Registered; P=Finishing position and X=Season Points. Count all non-finishing scores (except DSQ and DSQ-C) towards season points by awarding that person the number of season points equivalent to the number of points awarded in the scoring for that race.

