

October 16, 1993

DATES FOR OFF SOUNDINGS EVENTS

	<u>APPROVED</u> <u>1994</u>	<u>PROPOSED</u> <u>1995</u>
Guest Invitation Cut-off	March 17	March 16 or 23
Annual Meeting and Shore Party	April 2	April 1 or 8 #
SPRING RACE SERIES		
First Notice	April 15	April 14 or 21
Closing Date	May 19	May 25
Final Notice	June 3	June 9
Race Dates	June 10-11	June 16-17
Results of Spring Race Series	July 8	July 14
FALL RACE SERIES		
First Notice	July 8	July 14
Closing Date	August 25	August 224
Final Notice	September 9	September 8
Race Dates	September 16-17	September 15-16
Final Results	October 14	October 13
BOARD MEETINGS		
January	January 21	January 20
April	April 2	April 1 or 8
October	October 29	October 28
REFERENCE DATES		
Easter	April 3	April 16
Bermuda Race start	June 17	---
Labor Day	September 5	September 4
Dyer Dhow Derby		
US SAILING Meeting	<u>October 19-23</u>	<u>October 18-22</u>

NOTES

Consider these issues for 1994: (1994 date approval is scheduled for the January meeting.)

Do we want our meeting on April Fool's Day? The real governing item is the facility availability for the selected date.

FORECAST DATES FOR OFF SOUNDINGS EVENTS

	APPROVED							
	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>
Guest Invitation Cut-off	March 17	March 23	March 22	March 20	March 19	March 18	March 23	March 22
Annual Meeting and Shore Party Easter	April 2 # April 3	April 8 April 16	April 6 # April 7	April 5 Mar 30	April 4 April 12	April 3 # April 4	April 8 April 23	April 7 April 15
SPRING RACE SERIES								
First Notice	April 15	April 21	April 19	April 18	April 17	April 16	April 21	April 20
Closing Date	May 19	May 25	May 23	May 22	May 21	May 20	May 25	May 24
Final Notice	June 3	June 9	June 7	June 6	June 5	June 4	June 9	June 8
Race Dates	June 10-11	June 16-17	June 14-15	June 13-14	June 12-13	June 11-12	June 16-17	June 15-16
Bermuda Race start	June 17	---	()	---	()	---	()	---
Results of Spring Race Series	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
FALL RACE SERIES								
First Notice	July 8	July 14	July 12	July 11	July 10	July 9	July 14	July 13
Closing Date	August 25	August 24	August 22	August 21	August 27	August 26	August 24	August 23
Final Notice	Sept 9	Sept 8	Sept 6	Sept 5	Sept 11	Sept 10	Sept 8	Sept 7
Race Dates	Sept 16-17	Sept 15-16	Sept 13-14	Sept 12-13	Sept 18-19	Sept 17-18	Sept 15-16	Sept 14-15
Labor Day	Sept 5	Sept 4	Sept 2	Sept 1	Sept 7	Sept 6	Sept 4	Sept 3
Final Results	Oct 14	Oct 13	Oct 11	Oct 10	Oct 16	Oct 15	Oct 14	Oct 12
BOARD MEETINGS								
January	Jan 21	Jan 20	Jan 19	Jan 17	Jan 16	Jan 22	Jan 21	Jan 19
April	Apr 2	Apr 8	Apr 6	Apr 5	Apr 4	Apr 3	Apr 8	Apr 7
October	Oct 29	Oct 28	Oct 26	Oct 25	Oct 17	Oct 16	Oct 28	Oct 27
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US SAILING Annual Meeting	Oct 19-23	Oct 18-22	Oct 16-20	Oct 15-19	Oct 21-25	Oct 20-24	Oct 18-22	Oct 17-21

Easter Eve

Idea for Gardiners Bay Course
R. H. Roberts

A. Establish Marks B, C and D approximately on the circumference of a circle centered at Mark A. Mark A will be located approximately 2.50 miles distant, bearing southeast (magnetic) from Mark "N" (Red and White Whistle northeast of Ram Island). The reference radius of the circle is 2.50 miles. **Note, however, that the Race Committee may select a smaller or larger radius (R).**

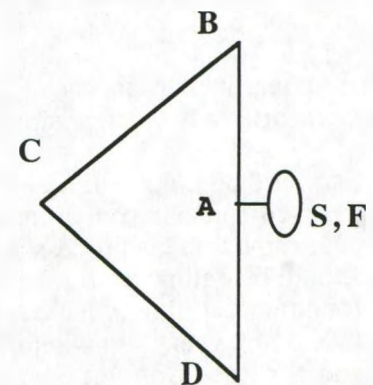
B. THE COURSE

B.1 Marks B, C, and D are to be left to port.

Long Course
A-B-C-D-B-D-A 8.82 R or 22.05 @ R = 2.5

Short Course
A-B-C-D-A 5.82 R or 14.55 @ R = 2.5

Cruising Canvas Class
A-B-C-D-C-D-A 7.64 R or 19.10 @ R = 2.5



Or, maybe this.

Long Course
A-B-C-D-B-C-D-A 9.64 R or 21.21 @ R = 2.2

Short Course
A-B-C-D-B-D-A 8.82 R or 19.40 @ R = 2.2

Cruising Canvas
A-B-C-D-C-D-A 7.64 R or 16.81 @ R = 2.2

B.2 The Start/Finish Line is restricted and shall not be crossed in either direction after starting until attempting to finish.

B.3 Course lengths given are approximate based on the reference radius shown. Time allowances will be based on course lengths derived from mark positions as determined by the Race Committee on race day.

B.4 The approximate magnetic bearing and distance from the starting line to Mark B will be displayed on the Committee Boat.

C MARKS

C.1 Marks B, C, and D are orange inflatable cylinders, arranged in a triangular configuration. Mark B is the windward mark; Mark C is the reaching mark; Mark D is the leeward mark. Mark A is the starting and finishing mark and is the Stake Boat. Windward is the actual or predicted direction, as determined by the Race Committee.

Remarks

Much of the above was taken from the Sailing Instructions for the Thames YC Governor's Regatta. Being more restricted, that Regatta uses $R = 1.25$ or so and, to get the proper course length, the larger yachts are sent several times around. That makes it difficult to shorten the course, not readily knowing which lap the competitors are on. There is more room in Gardiners Bay and there is no difficulty in having $R = 2.5$.

A common mark for shortening is Mark D -- but that only cuts off one R , or 2.5 miles. Better to plan on being able to shorten the long course at Mark B, the short course at, say, Mark D and Cruising Canvas at Mark C or D. Remember that the times only need be accurate with reference to the first yacht finished by that mark boat -- being out of sync with the time of day or with other classes will not affect the times of the yachts within the class being addressed.

Cruising canvas is configured with two beats (A to B, and D to A), but has the extra reaching legs from D to C and back.

A feature is that the Race Committee can make the Radius (R) any value it wants. For light winds, or for starts after a lengthy postponement, R can be selected as 1.5 mile, or 1 mile, or whatever.

Setting the marks will require mark boats with Loran capability, perhaps together with Radar on the Race Committee Boat, so that mark locations can be plotted and the actual distances between the marks can be determined. (This process is not vital in a Time-on-Time situation.) As noted above, each mark boat should be equipped to take times (have an RC Flag, Code Flag "S", horn, clock, etc.). Thames YC has found it advisable to have a mark boat stand by each mark -- to make sure it stays put (after one disastrous race a few years ago where some of the marks took off). The currents are not as strong in Gardiners Bay and our Race Committee has shown that it knows how to set drop marks, so that should not be a problem.

Note that a disadvantage is that the start (Mark A) is located some 2.5 to 3.0 miles beyond the usual Gardiners Bay start -- the yachts will have to depart from Dering Harbor somewhat earlier. And, we still might have the problem of lack of wind.

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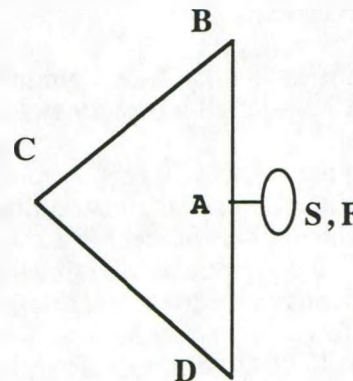
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Alternative Penalties

R. H. Roberts

The Minutes of the April 3, 1993 meeting reported on a discussion of Alternative Penalties and stated that further discussion would take place at the October meeting. Here are my views on the subject.

First, let's look at the Rules involved. Alternative Penalties are covered in Appendix B1 of the Rules and comprise two kinds -- the 720° Turns Penalty (which the Board and the Appendix, itself, have said should not apply to the kind of racing we do) and the Scoring Penalty (which is what we are examining).

A. The Scoring Penalty

1. Let us assume there is an incident in which the yacht WRONGED alleges she was fouled by the yacht BADGUY. WRONGED must immediately hail "Protest" (Rule 68.2). BADGUY then must decide whether to take her chances in the Protest Hearing or exonerate herself by acknowledging fault. If the latter, she displays Code Flag "I" or "Q", calling it to the attention of the Race Committee, and identifying WRONGED as the other yacht, at the finish line.

2. The Rule infringed must have been a Rule of Part IV and the infringement must have taken place while racing (after the Preparatory Signal). BADGUY's infringement cannot have resulted in serious damage nor gained her a significant advantage. Note that, after signalling that she accepts the scoring penalty, BADGUY still may Protest, if she wants to claim that WRONGED shares the guilt.

3. The scoring penalty to be awarded to BADGUY is the Place worse than her actual finish position by the number of places stated in the Sailing Instructions. If nothing is stated, the scoring penalty is 20% of the number of yachts entered. For us, most classes have on the order of 15 entrants, so we could establish the scoring penalty at 3 places. For BADGUY, then, if she actually finished 6th, she would be assigned 9th place. There will be another yacht, GOODGUY in 9th place, but she retains that score; GOODGUY and BADGUY are, in effect, tied for 9th Place. The scores of other yachts in the class do not get changed; the 6th Place position remains vacant.

4. That is BADGUY's race score for that race, which is one Race of the Series. Our combined results are determined by adding together the times for both races of the Series. To continue BADGUY's penalty, we would take GOODGUY's Corrected Time for 9th Place and assign that Corrected Time to BADGUY, also in 9th Place, and proceed normally. The Appendix states that BADGUY cannot be scored worse than Did Not Finish, but we'd want to change that so that BADGUY cannot be scored worse than last place, so that there is a Corrected Time to add to the other race time to arrive at BADGUY's combined time, since the whole point of this is to permit BADGUY to continue racing.

5. Some might worry that there might be a large gap in the times between, say, 8th and 9th places (large wind hole?) and that BADGUY's drop from 6th to 9th could be a larger penalty than another's drop from, say, 5th to 8th. Like anything in racing, it's the luck of the draw, and the alternative (DSQ) is probably worse.

B. Another approach could be to establish a penalty to be added to the Corrected Time, as the 30 Minute Penalty is now done for those over early and failing to return.

1. The provisions of A.1 and A.2 apply.

2. The Penalty, in minutes, could be based on, say, 40 seconds/mile, or 14.67 minutes for a 22-mile course, or 11.33 minutes for a 17-mile course. (Note that the 40 sec/mile is identical to a 20% handicap penalty.)

3. Our course lengths vary from 24.81 to 20.2 (long course) and 18.35* to 16.2 (short course). *19.14 miles for Peconic Bay. Other lengths will result when courses have been shortened.

4. The 30 minute penalty for being over early (a Rule of Part V) is the equivalent of 81 sec/mile for a 22-mile course, or 106 sec/mile for a 17-mile course, but it's not really a seconds per mile issue. The 30 minute value was chosen to provide encouragement to a yacht starting early to take the few minutes to return to start properly, but also permits a yacht's race to be counted if she does not return. (A yacht which crosses the starting line more than five minutes early is not **racing** and would not be scored at all.)

5. What should be the proper time penalty for an infringement of a Rule of Part IV? Should that time penalty be keyed to the length of the course? (If it were not keyed to course length, an issue of using handicap length of 130% of the rhumb-line length or the actual rhumb-line in the penalty calculation for Cruising Canvas Class would be avoided.)

6. Perhaps a flat 15-minute penalty would serve the purpose.

C. Conclusion

1. Two possible Penalty Systems were described: a 3-Place scoring penalty and a 15-minute penalty to be added to the Corrected Time. A look at the Fall Race Series Results will show that a 3-Place scoring Penalty will result in time differences which vary from on the order of one minute to values greater than 15 minutes -- the greater differences are often found at the bottom of a class. Yes, that is the luck of the draw, but a more consistent penalty would be to use the 15-minute system, and that is recommended.

2. The conditions of Appendix B1.2, as paraphrased in A.1 and A.2 above would apply.

3. Either Penalty System could be used with Time-on-Time handicapping.

D. After reviewing an advance copy of this, Norm Rabe suggested another way to structure an alternative penalty, which has merit.

1. Rather than a flat 15-minute penalty, which has a greater effect on a short-time (fast) race and a lesser effect on a slow race, base the penalty on a percentage of the winning time in the class.

2. In the Fall Race series, the winning times were:

<u>Class</u>		<u>Friday</u>	<u>Saturday</u>			
A-1		178.44	191.81			
A-2		168.19	200.74			
C-1	5%	180.27	226.48	w/o	176.17	224.16
C-2		176.85	223.80			
C-3		173.50	188.08			
C-4		173.83	200.69			
B	10%	125.05	128.25	w/o	119.65	124.35
C-5		122.77	148.66			
CR-1	10%	133.95	160.93	w/o	127.28	156.05
CR-2		118.59	191.24			

3. An alternative penalty of 10% of the winning time for the Class would seem to be adequate (ranging from 11.86 to 22.65 minutes). As we see, when the winning yacht in the Class has a handicap penalty, there is an effect on the alternative penalty, although that effect is not large. This could be remedied by applying the 10% to what most people call the Elapsed Time -- the time from Class Start to yacht finish. The 22.65 minutes would change to 22.42 minutes. (Elapsed Time as defined here is the value which would be used in a Time-on-Time calculation.)

4. Another approach would be to apply BADGUY's 10% penalty to her own Elapsed Time. However, if BADGUY has an unusually slow race, the penalty will be skewed, as a result.

5. Again, the conditions of Appendix B1.2, as paraphrased in A.1 and A.2 above would apply.