

Main Identity

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Sent: Thursday, January 15, 2004 11:53 AM
Attach: OS penalty survey.pdf; Page OSC Fal03 SIs.pdf; Pages from rrs 42.pdf
Subject: OSC Board - Racing Rules Alternate Penalties Info and Proposal

Folks: It looks like business commitments will likely prevent me from attending our meeting on Friday – I apologize.

At our last meeting I brought up a concern about what I believe to be increasing racing rule infractions at our events and the lack of any resultant protests or acceptance of alternate penalties. I suggested that our alternate penalty option (10 minutes added to corrected time) may be dated and that other large, similar events are using other types of alternate penalties to try to encourage rules compliance.

I've done a survey of the sailing instructions from several major recent regattas with large fleets and mixed types of boats and in particular their approach to alternate penalties. Included in this is Key West Race Week, BI Race Week, the big Swan/NYYC regatta in Newport last summer, VOLVO Leukemia Cups, PHRF New Englands, American YC's Fall Series (and a big E22 event). For comparison, I looked at OSC's current practices and have proposed a revision to it. The attached pdf file is a one page summary of the survey.

Some observations:

- 1) Others have done a lot of creative thinking about this issue and have come up with very interesting approaches.
- 2) The focus seems to be on making an alternative penalty relatively easy to take and getting on with the race. Remember this all applies (per the rules) where there has not been serious damage or significant advantage gained. Note the 360 turn available in some classes. In contrast, our 10 minute penalty has a very significant impact (and I believe may be a deterrent to its use).
- 3) Note the common use (5 of 7 events) of a turns penalty OR an alternate scoring penalty.
- 4) Note in events 2, 3 and 8 that more aggressive penalties apply within the two-length zone at marks. This is a very progressive approach and makes a lot of sense as marks are where a large number of infractions occur. This may be too complex for our application though.
- 5) The normal 20% scoring penalty probably doesn't make sense in light of our race format.
- 6) Notice to the R/C of acceptance of penalties is common.

My suggestions:

- 1) That we consider taking the benefit of some good work by others and consider amending OSC's alternate penalty structure for this coming year.
- 2) A proposal: OSC's alternate penalty be either a 720 degree turn (per RRS 44.2) or a scoring penalty (RRS 44.3 as amended by OSC to be 10 minutes added to corrected time). The choice would be the infringing yacht's and there would be an obligation to fly a yellow flag if accepting a scoring penalty. There would also be an obligation to inform the R/C by VHF upon finishing of acceptance of either alternate penalty and the other yacht(s) involved.

I believe this is worth a try and would make a motion to adopt this, if attending. From my perspective, what we currently have isn't doing enough to achieve the kind of rules compliance that we all would hope and expect to see. I would be happy to work with the others in developing the actual language for implementation if adopted.

Attached for your reference is the page from the Racing Rules of Sailing on Rule 44 as well as the page from OSC's Sailing Instructions on Alternate Penalties.

Respectfully submitted,

Dave Nickerson
OSC Clerk

I'll be home this evening if anyone has questions (508) 435-6296.

Unscientific Survey of Current Sailing Instructions and Use of Alternate Penalties

Dave Nickerson - 1/15/04

These are all for RRS Part 2 Infractions (When Boats Meet). Most are for large events with multiple classes and widely varying types of boats

	Organization	RRS 44.2: 720 Turns Penalty	RRS 44.3: Amended by Sis	RRS 44.2: Scoring Penalty	RRS 44.3: Amended by Sis	Additional Comments
1)	Intl. Sailing Federation - Racing Rules of Sailing	720 unless S.I.s state otherwise				
2)	Block Island Race Week - 2003 Storm Trysail	Either a 720, or 20% scoring penalty at the choice of the infringing yacht	Farr 40 & Mumm 30: either a 360 or a 20% scoring penalty. If infraction is within the two-length zone, a 720 or 40% scoring penalty	Standard 20%, but not less than 2 places. Not applicable if infraction is in the two-length zone	For Farr 40 & Mumm 30 scoring penalty is 40% if a Part 2 infraction is within the two-length zone	If take a scoring penalty, must inform the R/C upon finishing and submit a written declaration at the Protest Desk
3)	Key West Race Week - 2004	Either a 720, or 20% scoring penalty at the choice of the infringing yacht	Farr 40, Mumm 30 & Farr 45: either a 360 or a 20% scoring penalty. If infraction is within the two-length zone, a 720 or 40% scoring penalty	Standard 20%, but not less than 2 places. Not applicable if infraction is in the two-length zone	For Farr 40, Mumm 30 & Farr 45 scoring penalty is 40% if a Part 2 infraction is within the two-length zone	If take a scoring penalty, must inform the R/C upon finishing and submit a written declaration at the Protest Desk
4)	Swan American Regatta - 2003 NYYC Newport		Either a 360, or 20% scoring penalty at the choice of the infringing yacht	Standard 20%, but not less than 2 places.		If take a scoring penalty, must inform the R/C upon finishing and submit a written declaration at the Protest Desk
5)	VOLVO Leukemia Cup - 2003 standard S.I.s	Either a 720, or 20% scoring penalty at the choice of the infringing yacht		Standard 20%, but not less than 2 places.		If take a scoring penalty, must inform the R/C upon finishing and submit a written declaration at the Protest Desk
6)	PHRF New Englands - 2003 Marblehead	Not available		Standard 20%		
7)	American Yacht Club - 2003 Fall Series		720 turn. Must inform R/C immediately by VHF	Not available		
8)	E22 Jaguar Cup - 2004 Key Biscayne (major Etchells 22 event)		Either a 360 or a 20% scoring penalty. If infraction is within the two-length zone, a 720 or 50% scoring penalty			If take a 44.2 OR 44.3 penalty, must submit a written declaration at the Protest Desk
9)	Off Soundings - Current	Not available		Modified	10 minutes added to corrected time	
10)	Off Soundings - Suggested	Either a 720, or a 10 minute scoring penalty at the choice of the infringing yacht		Modified	10 minutes added to corrected time	If take a 44.2 OR 44.3 penalty, inform the R/C after finish by VHF including name of other yacht(s)

44.4 Limits on Penalties

- (a) When a boat intends to take a penalty as provided in rule 44.1 and in the same incident has touched a *mark*, she need not take the penalty provided in rule 31.2.
- (b) A boat that takes a penalty shall not be penalized further with respect to the same incident unless she failed to retire when rule 44.1 required her to do so.

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

46 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

47 LIMITATIONS ON EQUIPMENT AND CREW

- 47.1 A boat shall use only the equipment on board at her preparatory signal.
- 47.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.

48 FOG SIGNALS AND LIGHTS

When safety requires, a boat shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea* or applicable government rules.

49 CREW POSITION

- 49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.

44 PENALTIES FOR BREAKING RULES OF PART 2

44.1 Taking a Penalty

A boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

44.2 720° Turns Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720° Turns Penalty by promptly making two complete 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident, keeping it displayed until *finishing*, and calling the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity within the time limit for *protests*.
- (b) If a boat displays a yellow flag, she shall also comply with the other parts of rule 44.3(a).
- (c) The boat's penalty score shall be the score for the place worse than her actual finishing place by the number of places stated in the sailing instructions, except that she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

display Code Flags "N" over "A". On Friday, skippers should proceed at their discretion to Greenport for Saturday's race.

11.2 **Both Days**—If the Race Committee elects to abandon all races for both days it will display Code Flags "N" over "N". Rule 32.1 and "Race Signals" of the Rulebook are so changed.

11.3 **Broadcast**—The Race Committee will endeavor to broadcast "Race Abandoned" or "Race Abandoned Both Days," on Channel 72 as soon as the decision is reached and again at 15-minute intervals and on the hour for as long as deemed necessary to "pass the word." The abandoned races will not be re-sailed.

11.4 **Flag Use Change**—The signals Code Flags "N" over "H" and "N" over "A" are deleted. "Race Signals" of the Rulebook is so changed. Flag "H" and "A" will be used as Class Flags.

12.0 **Time Limit**

12.1 **Is By Class**—Regardless of time of start, the time limit for each class will expire at 1630 on both days. If any boat finishes by that time it is a race for her class.

12.2 **Announcement/Signals**—At approximately five minutes after the expiration of the time limit the Race Committee may announce on Channel 72 a list of classes which had no finishers before the deadline and for which, therefore, the race for those classes only is abandoned. "Race Signals" of the Rulebook is changed in that visual and sound signals will not be made for such abandonment.

12.3 **Finishing After The Time Limit**—The Race Committee may remain on station only one hour after the expiration of the time limit. If the Committee Boat is not at the finish line a finisher should take her own time per SI 5.4.

13.0 **Alternative Penalty for Breaking Rules of Part 2 (Rule 44)**

13.1 **Alternative Penalty**—Per Rule 44.1 the Off Soundings Club has established an Alternative Penalty for infractions of Part 2 (When Boats Meet) rules.

13.2 **No 720° Turn**—The 720° Turn Penalty of Rule 44.2 will not apply. Rule 44.1 is so changed.

13.3 **10 Minute Penalty**—The penalty will be 10 minutes added to the Corrected Time of the boat which broke a rule in lieu of the penalty described in Rule 44.3 (c). Rule 44.1 is so changed.

13.4 **Yellow Flag**—The boat which broke a rule of Part 2 accepts the alternative penalty by signaling according to Rule 44.3.

13.5 **Conditions**—The breach must have been of a Rule in Part 2 (When Boats Meet) while racing, must not have resulted in serious damage, and must not have given the boat breaking a rule a significant advantage, as required by Rule 44.1.

13.6 **Right of Way Boat May Protest**—If the other boat involved contends that these Rule 44.1 provisions have not been met, she may file a Protest per SI 14.0.

14.0 **Protests**

14.1 **Rule 61 Protest Requirements**—Comply with the provisions of Rule 61.