



PARK CITY SAILING ASSOCIATION

PO Box 981236, Park City, Utah 84098

www.SAILpc.org info@SailPC.org (435) 631-2201

Park City Sailing Association Thursday Evening Keelboat Series

Spring Series - June 9th to July 28th, 2022
Summer Series - August 4th to September 29th, 2022
Overall Combined Series

Jordanelle State Park, Utah, USA

Notice of Race (NoR)

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 The US Sailing prescription Appendix U applies and is modified as follows:

In U5 the word "adequate" is deleted.

1.3 The first sentence of RRS 44.1 is modified to read as follows:

"A boat may take a One-Turn penalty when she may have broken one or more rules of Part 2 in an incident while *racing*."

1.4 In the event of any hull to hull, hull to spar or spar to spar contact involving an Elliott 6M boat the protest committee shall consider damage to have occurred even if such damage is not visible.

(For a discussion of the reasoning for and implications of this see attached note A.)

1.5 In order to inform the protestee boats are not required to display a red flag. This changes RRS 61.1.a.2.

1.6 Use of electronic aids to navigation is not permitted while racing in the Elliott 6M fleet.

PARK CITY SAILING ASSOCIATION

2 SAILING INSTRUCTIONS

2.1 The sailing instructions will be available no later than 12:00 MST on June 4, 2022 at <https://sailpc.org/official-notice-board>

3 COMMUNICATION

3.1 The online official notice board is located at <https://sailpc.org/official-notice-board>

4 ELIGIBILITY AND ENTRY

4.1 The event is open to all boats of the listed classes entered by a member in good standing of the Park City Sailing Association.

4.2 Classes are defined as follows:

- Elliott 6M – SailPC Provided Boats Only (Charter agreement required)
- Ultimate 20
- Club J22 – SailPC Provided Boats Only (Charter agreement required)
- Other classes may be added

A minimum of three valid entries is required per class (entry fees will be refunded if this minimum is not met).

4.3 Boats may enter the event by registering online at <https://store.sailpc.org/products/membership>

4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

PARK CITY SAILING ASSOCIATION

5 FEES

5.1 Entry (and, where applicable, charter) fees are listed on the Park City Sailing Association membership web site at <https://store.sailpc.org/products/membership>

5.2 Other fees:

- Daily entry fees for the Jordanelle State Park are listed at: <https://stateparks.utah.gov/parks/jordanelle/park-fees/>
- Details of annual Utah Park passes are available at: <https://stateparks.utah.gov/resources/passes/>

6 SCHEDULE

6.1 Spring Series – Every Thursday, June 9th to July 28th, 2022

Summer Series – Every Tuesday, August 4th to September 29th, 2022

6.2 Number of races:

Class	Races per day Maximum
Elliott 6m	7
Ultimate 20	7
Club J22	2

6.3 The scheduled time of the warning signal for the first race each day in the Spring Series is 18:30 Mountain Time and for the Summer Series is 18:00 Mountain Time.

6.4 The policy for cancellation of racing is available at <https://sailpc.org/policies>

7 VENUE

7.1 Racing will take place on the Jordanelle Reservoir in Jordanelle State Park Utah.

PARK CITY SAILING ASSOCIATION

8 COURSES

- 8.1 Courses shall be described in the Sailing Instructions.
- 8.2 The marks that may be used are as follows: dropped and fixed marks (details will be provided in the Sailing Instructions).

9 SCORING

- 9.1 Scoring will be in accordance with RRS Appendix A with RRS Appendix A5.3 applying.
- 9.2 One race is required to be completed to constitute a series.
- 9.3 Scores will be reported using Clubspot software, accessible at <https://theclubspot.com>
- 9.4 The following scoring codes and scores will be used. This changes RRS Appendix A.

<i>Code</i>	<i>Score</i>	<i>Description</i>
BYE	Average points	Competitor on Race Committee Duty
BFD	Starters +2	Black Flag Disqualification (RRS 30.4)
DNC	Starters +2	Did not come to starting area
DNE	Starters +2	Disqualification not excludable
DNF	Starters +1	Did not Finish
DNS	Starters +1	Did not Start
DSQ	Starters +2	Disqualified
NSC	Starters +1	Did not Sail the Course
OCS	Starters +1	On the Course Side (or broke RRS 30.1)
RDG	Variable	Redress Given

PARK CITY SAILING ASSOCIATION

RET	Starters +1	Retired
SCP	Finish place +20%	Scoring Penalty (RRS 44.3)
TLE	Finishers +1	Time Limit Expired
UFD	Starters +1	U-Flag Disqualification (RRS 30.3)
ZPF	Finish place +20%	Z-Flag Penalty (RRS 30.2)

9.5 If a boat is assigned a BYE score in the Spring or Summer Series, her score for that race shall be the average of her scores across all races in that Series where she is not scored BYE.

If a boat does not compete in any other races in that series her BYE score shall be assigned the same points as a DNF for that race.

9.6 A boat's series score for the Spring and Summer series shall be the total of her race scores excluding her worst scores. For every seven (7) races completed in these series a boat will exclude one (1) additional worst score.

A boat's series score for the Overall Series shall be the total of her race scores for all races in the Spring and Summer Series, with the number of excluded scores determined as the total of the number of excluded scores allowed in the Spring and Summer Series.

9.7 To facilitate accurate scoring a boat shall use the same sail number throughout the series, unless a change is approved in advance by the Race Committee.

10 CHARTERED OR LOANED BOATS

10.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race of the evening.

PARK CITY SAILING ASSOCIATION

11 RISK STATEMENT

- 11.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

12 INSURANCE

- 12.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

13 PRIZES

- 13.1 Prizes will be given as follows:

For each series:

- A keeper trophy will be awarded to the first placed boat.
- If there are 5 or more entries, a keeper trophy shall also be awarded to the second placed boat.
- If there are 8 or more entries, a keeper trophy shall also be awarded to the third placed boat.

For the Elliott 6m Overall Series the winner's name shall be engraved on the permanent trophy.

PARK CITY SAILING ASSOCIATION

14 RACE COMMITTEE VOLUNTEER DUTY

14.1 All boats are expected to commit to provide a volunteer in advance at least twice a season to support the Park City Sailing Association Race Committee with on the water race management duties.

14.2 This duty does have to not be conducted during an event in the Thursday Keelboat Series. However if it is, then the boat will scored a BYE score for any races missed due to volunteering.

14.3 To receive a BYE score advance notice of such volunteering is required. However the Race Committee may, at its discretion, award average scores for late volunteers should a need arise.

15 FURTHER INFORMATION

15.1 For further information please contact: RaceCommittee@SailPC.org

PARK CITY SAILING ASSOCIATION

Note A:

In the interest of avoiding damage to the club owned Elliott 6m boats, this NoR defines all hull to hull, spar to spar and hull to spar contact between boats when either or both boats is an Elliott 6m as constituting damage whether or not such damage is visible (NoR 1.4).

This rule applies to all boats participating in the series.

RRS 14 states that a boat "shall avoid contact with another boat if reasonably possible."

Under RRS 43 "Exoneration", RRS 43.1.c provides for the exoneration of a "right-of-way boat, or one "sailing within the room to which she is entitled" which breaks rule 14 "if the contact does not cause damage".

NoR 1.4 states that in certain circumstances damage will occur whether or not this is visible. Therefore unless it was NOT reasonably possible for a "right-of-way boat, or one "sailing within the room to which she is entitled" to avoid a contact, that boat has broken a rule and must take a penalty.

For examples of this in practice consider the following scenarios (where either boat is an Elliott 6M):

- 1) Two boats are sailing on a windward leg overlapped on the same tack on parallel courses, with clear water to windward.
 - a) The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
 - b) L continues to luff until contact is made between the hulls.
 - c) Both boats have broken the rules and are penalised.
 - i) W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
 - ii) L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is NOT exonerated under 43.1.c because damage (as defined by NOR 1.4) occurred.

Rather than allow the contact to occur, L should have stopped luffing before contact was made and protested W.

PARK CITY SAILING ASSOCIATION

- 2) Two boats are sailing on a downwind leg overlapped on the same tack on parallel courses, with clear water to windward.
- a) The leeward boat (L) slowly begins to luff and the windward boat (W) holds course.
 - b) L continues to luff until contact is made between W's spinnaker and L's windward shroud. No damage is visible to the spinnaker (or the shroud).
 - c) Both boats have broken the rules but only W is penalised.
 - i) W broke RRS 11 (W did not keep clear of L) and RRS 14 (it was reasonably possible for W to avoid contact with L).
 - ii) L broke RRS 14 (it was reasonably possible for L to avoid contact with W). L is exonerated under 43.1.c because damage did not occur. (NoR 1.4 is irrelevant in this case [because the contact was not hull to hull, hull to spar or spar to spar].)
- 3) Shortly before the start signal a boat (W) is approaching the line with sails luffing and moving very slowly. A boat (L) sailing faster approaches from astern on the same tack and becomes overlapped to leeward with her bow 1/8 of a boat length to leeward of W's transom.
- a) L holds course and W alters course to windward to try to keep clear and avoid contact.
 - b) W's stern quarter makes contact with L's bow.
 - c) Both boats have broken rules but only L is penalised.
 - i) W did not keep clear of L and contact occurred. So W broke RRS 11, however W is exonerated under RRS 43.1.a (L's actions compelled W to break RRS 11). W did not break RRS 14 as it was not reasonably possible for W to avoid contact with L. (Whether damage occurred or not is irrelevant, since W is not exonerated under 43.1.c.)
 - ii) L broke RRS 15 (L did not "initially give the other boat room to keep clear" and RRS 14 (it was reasonably possible for L to have avoided contact with W).
- L should have given W more space and time to react after L acquired right of way (RRS 15), by approaching from astern further to leeward and/or slower. W was NOT required to proactively respond to L's acquisition of rights which did not occur until the overlap began.*