



2022 R4CR American Marblehead Regatta

SAILING INSTRUCTIONS

Date: October 2, 2022
Location: the Marina at Lake Barrington Shores, 24400 IL 59, Lake Barrington, IL 60010
Host Club: Chicago R/C Model Yacht Club. AMYA Club # 7
Club Website: www.ChicagoRCmyc.org
Regatta Website: <https://ChicagoRCmyc.org/am-regatta>

1 SCHEDULE

1.1	Date	Day	Activity	Time (24 hour format)
	10/2	Sunday	Check in	0800 to 0900
			Skippers' Meeting	0900
			Fleet Racing	0930 with the final heat starting before 1600
			Awards	at conclusion of regatta

1.2 With the objective of sailing as many races as can be comfortably accommodated, the Race Director will determine the number of races each day after considering weather, course and equipment conditions. No heat shall start after 1600 hours on any day.

1.3 After a long postponement, to alert boats that a heat will begin soon, an audible signal will be sounded at least five minutes before the warning signal for the first heat following the postponement.

2 RULES

2.1 This Regatta will be governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024* as changed by its Appendix E – Radio Sailing Racing Rules, by prescriptions of US Sailing, by the respective class rules of AMYA's American Marblehead Class, and by these *Sailing Instructions*.

2.2 Changes to the *Racing Rules of Sailing* are noted in these instructions.

3 RACE DIRECTOR AND CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 The Race Director shall be the primary race official and shall conduct the regatta.
- 3.2 Verbal changes to these *Sailing Instructions* may be made at any time by the Race Director. All competitors shall be notified. This changes rule 90.2(c).
- 3.3 These *Sailing Instructions* include Appendix M, *The ODD – EVEN System for Regatta Fleets*

4 RACING FORMAT

- 4.1 Considering the number of skippers, weather, course and equipment conditions, the Race Director may decide to use a racing format of:
 - a. *Single Fleet*, or
 - b. *The ODD – EVEN System for Regatta Fleets* in Appendix OE of these *Sailing Instructions*.

5 THE COURSE, CONTROL AREA, LAUNCHING AREA, MARKS AND OBSTRUCTIONS

- 5.1 The course location at the regatta site, the course, the order in which marks are to be passed, the side on which each mark is to be left, the control area, the launching area, the starting line marks, the finishing line marks and any areas to be designated as obstructions will be as determined by the Race Director. The Race Director may verbally communicate this information, may use a course board and may make verbal changes as long as all competitors are notified.
- 5.2 Marks will be colored buoys. Marks on the course can be hit without penalty except for the start line marks while starting and the finish line marks while finishing.
- 5.3 Skippers shall come prepared for wet launch and wet retrieval of their yachts from the shore.
- 5.4 A boat scheduled to race in a heat may be launched, taken ashore and re-launched at any time during the heat. However, they shall not be released to start after the first boat has finished.
- 5.5 Holding or removing a boat from the water during the start sequence or race.
 - 5.5.1 Any boat removed from the water during the start sequence or during the race shall be re-launched at a point no further forward than at the point it at which it was removed.
 - 5.5.2 When boats are re-launched, or after being held during a race or during the final minute of the starting sequence, boats may not be pushed, nor any other form of propulsion used to get them underway.
- 5.6 Only authorized boat crew under the direction of the Race Director, is permitted to operate the rescue boat.
- 5.7 The order of rescue of boats, or the delay in rescuing/freeing of boats, shall not be grounds for redress.

6 CONDUCT OF A HEAT

- 6.1 Heats will be started as required by rule E3.4 using an audible AMYA two-minute starting sequence. This changes rule E3.4.a.
- 6.2 Prior to the warning signal, a skipper may request the Race Director to delay the starting sequence for five minutes for the repair of a technical problem or breakdown of their boat. When such a delay is granted, it will be announced and the warning signal will be sounded when five minutes expire from the start of the delay or when the skipper notifies the race director that the boat is ready. Each boat may be granted one such delay per day.

- 6.3 Boats not in a heat shall stay clear of the starting and finishing areas. Boats that have finished in a heat shall stay clear of the finishing area.
- 6.4 The regatta will be conducted as if flag I is displayed, even if there is no physical flag I visible.
- 6.5 Individual Recall – When at a boat's starting signal any part of her hull or equipment is on the course side of the starting line, the line judge will attempt to recall that boat by hailing per RRS rule E3.5. Failure of the line judge to make a hail or failure of a skipper to hear such a hail will not be grounds for a request for a redress hearing. This changes RRS rule E3.5.
- 6.6 Penalty Turns – RRS Rule E4.3, *Taking a Penalty*, will apply. A penalty turn is a 360 degree turn. You shall continue to do turns until any advantage gained is lost. If you cause a boat to retire, you shall retire also.
- 6.7 The finishing line will be between the finishing marks identified by the Race Director.
- 6.8 If no boat has passed Mark 1 within fifteen minutes, the Race Director may abandon the heat. If no boat has finished within thirty minutes, the Race Director may abandon the heat.
- 6.9 If a boat or boats significantly lag the balance of the boats that have finished a heat, the Race Director may assign finishing positions to these boats. Further, a disabled boat that is still under control and could finish eventually, may, at the discretion of the Race Director, be assigned a finishing position.

7 ELIGIBILITY

- 7.1 The regatta is open to all members of the American Model Yachting Association (AMYA).
- 7.2 All yachts entered shall be properly registered with the AMYA American Marblehead Class.
- 7.3 Entries from applicants outside the U.S. may be accepted providing Yacht and/or Skipper are properly registered with their national authority.

8 DISCLAIMER OF LIABILITY

- 8.1 Competitors participate in the regatta entirely at their own risk. See RRS rules 3 and 4. The organizing authority will not accept any liability for material damage or personal injury sustained in conjunction with or prior to, during, or after the regatta.

9 SCORING, MEASUREMENT CHECKS AND AWARDS

- 9.1 The Low Point System described in Appendix A of *The Racing Rules of Sailing* shall apply, using one point as the lowest score. For each eight races sailed, one high score race shall be discarded from each boat's overall score.
- 9.2 At least eight races shall be completed for the event to be a Regional Championship Regatta.
- 9.3 It is the skipper's responsibility to ensure that the skipper's boat complies with the Class rules.
- 9.4 The Race Director may conduct random, onsite verification of equipment, measurements and class authentication. Boats failing to meet AMYA American Marblehead Class rules shall be disqualified from any races completed prior to its being brought into compliance and this disqualification is without right to appeal.

- 7.1 Awards will be given to yachts in each of the four American Marblehead divisions The “Distinguishing Features of American Marblehead Divisions” are:

Distinguishing Features of American Marblehead Divisions		
	Pre-1970 Boats	
	Traditional – designs prior to 1945	
Rudder		skeg rudder
Ballast		integrated into keel
Garboards		hollow not less than 1” radius
Draft		less than 12”
Materials		wood, fiberglass or aluminum
	High Flyer – designs between 1945 and 1970	
Rudder		spade rudder
Ballast		lead bulb not extending forward of keel
Garboards		hollow not less than 1” radius
Draft		less than 16”
Materials		wood, fiberglass or aluminum
	Post-1970 Boats	
	Classic — designs between 1970 and 1995	
Ballast		lead bulb extending forward of keel
Draft		less than 20”
Materials		earlier materials and carbon fiber masts
	International – designs after 1995	
Materials		earlier materials and carbon fiber and kevlar

- a. For regatta award purposes, each yacht will be placed into one of four Marblehead divisions upon check-in. Color masthead ribbons may be provided to identify each division.
- b. All yachts will sail together and be scored as one fleet. At the conclusion of the regatta, awards will be given to yachts in each division based upon the scores of the yachts in that division.
- c. For regional championship award purposes, the yachts scoring first, second and third places in the overall regatta will be awarded first, second and third place AMYA Red Chevrons.

APPENDIX O-E — The ODD – EVEN System for Regatta Fleets

The *ODD – EVEN System* was designed to be used for regatta fleets when the number of entries are roughly equal to two times what the starting line can handle in a single fleet.

DEFINITIONS

- Race** Two consecutive heats make up one race. The heats are called ODD and EVEN.
- Scoring** Each heat is scored using the *Low Point System*. The score of a boat in a heat is the score of that boat in that race. In each race there will be two boats that have scores of 1, two boats scoring 2, two boats scoring 3, etc.
- ODD & EVEN** The first heat in the race is the ODD heat. The second heat in the race is the EVEN heat. One-half of the boats are scheduled to compete in the ODD heat of a race as the ODD boats. The other half of the boats are scheduled to compete in the EVEN heat of the race as the EVEN boats. Every boat is scheduled to compete in one heat of each race.
- Race Finish Sheet** For each race of ODD and EVEN heats, a one-page, four-column *Race Finish Sheet* is used to record sail numbers as boats finish. An example is included with this Appendix.
- Roll Call** The race official may list the sail numbers of the ODD and EVEN heats on a white board. The race official conducts a roll call, calling out the sail number of each boat scheduled in that double heat. As each sail number is called out, the skipper of that boat is required to answer in acknowledgement.
- Scheduled** All boats are scheduled into the race's heats before the first heat begins in a race.

A1 SELECTING THE FLEET OF BOATS FOR EACH HEAT

- A1.1** Let's use an example of a regatta with 20 boats entered. To establish the ODD and EVEN fleets for the first race, the Race Director randomly schedules half the entries to the ODD heat 1 and the remaining half of the entries to the EVEN heat 2.
- A1.2** At the end of ODD heat 1, the finishing sail numbers are recorded on a simple *Race Finish Sheet*, from 1st to whatever. The same is done to record finishes for EVEN heat 2.
- A1.3** The next race of ODD and EVEN heats are scheduled using the finishing places from the ODD and EVEN heats in the previous race.
- A1.4** In our example regatta, we have 10 boats (half of our entries) in ODD heat 1. Their finishes are recorded 1–10. All boats finishing in the ODD positions (1, 3, 5, 7, etc.) are automatically scheduled to sail in the next ODD heat 3. Likewise, the EVEN finishers (2, 4, 6, 8, etc.) will sail in the next EVEN heat 4. In the same way, the 10 boats in EVEN heat 2 are automatically scheduled to sail in the next race according to their finish positions in EVEN heat 2.
- A1.5** The race of ODD and EVEN heats 5-6 is scheduled using the finishing positions from the race of heats 3-4. The race of ODD and EVEN heats 7-8 is scheduled using the finishing positions from the race of heats 5-6. The process repeats for the entire regatta.

APP RACE FINISH SHEET

Date _____ Regatta _____

ODD Heat # _____

A2

A2.1

Finishing Position	Sail #
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EVEN Heat # _____

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Finishing Position	Sail #
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