



SOUTHERN MARYLAND SAILING ASSOCIATION
2024 KEELBOAT PROGRAM RACE
CIRCULAR



2023 Season High Point Winner – Spinnaker Class
Wild Horses
Caldwell & McKinney



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SMSA Keelboat Race Points of Contact

Vice Commodore	David Meiser	240-298-4225 (cell) vicecommodore@smsa.com
Keelboat Race Program Chair	Erick Burger	Keelboat Race Chair PO Box 262 Solomons, MD 20688 keelboatrace@smsa.com 760-644-5667 (cell)
CBYRA Delegate	Jim Keen	240-925-1173 (cell) CBYRA@smsa.com
PHRF Delegate	Marc Briere	301-904-5141 (cell) PHRF@smsa.com
PHRF Handicapper	Dan Trammell	dantramm@verizon.net
Keelboat Race Scorer	John Kriz	301-997-1013 score@smsa.com
Protest Committee Chair	Shawn Stanley	301-904-8594 (cell) ShawnStanley@smsa.com
RC Boat Captain (maintenance)	Joe Frost	410-610-8730 RCBoat@smsa.com
2024 SMSA Appointed Protest Committee (PC) Members		
Dan Trammell (Senior Judge and Principal SMSA PC Arbitrator), Jimmy Yurko, Elliot Peterson, Marc Briere, Pete LaRoche, Mark Gyorgy		
Other appointments will be made by 2024 Protest Committee Chair or Keelboat Race Program Chair, as required		
Racing Program Sponsors		
Safe Harbor Zahniser's Yachting Center	RC Boat Dockage & Maintenance	



SMSA General Sailing Instructions (SIs)

1 Rules

SMSA events are governed by the current Racing Rules of Sailing (RRS), except where modified the SMSA Sailing Instructions in this circular.

2 Entries

- 2.1 Each yacht owner agrees to abide by the current US Sailing RRS and the SMSA Organizing Agency sailing instructions as recorded in this race circular.
- 2.2 All entries should register online at www.smsa.com. Non-Members wanting to participate in non-invitational regattas should contact the Keelboat Program Race Chair as keelboatrace@smsa.com. See POC Table for additional contact information.
- 2.3 In consideration of being permitted to enter the event, being knowledgeable of the risks of competitive sailing, and knowing that it is his/her responsibility to decide whether to enter or continue any race, captains (and their crews) voluntarily assume the risk of participation in SMSA race events and release SMSA and its designees and volunteers conducting the event from all liability in connection with any injury or damage that may occur.
 - 2.3.1 In order for a boat to participate in the SMSA racing program, the boat owner must be a current member of SMSA, except for Fleet Building races & CBYRA sanctioned races wherein non-SMSA owners of yachts wishing to compete in the CBYRA sanctioned / invitational races must be members of CBYRA or of a yacht club recognized by SMSA. The Race Chair, Vice Commodore, or Commodore may consider other exceptions on a case-by-case basis for an out of area visitor who asks to participate in a club race.
 - 2.3.2 In order to be scored in SMSA formal races, the online entry form, race fee payable online via credit/debit/ACH or by a check, money order to SMSA, and a copy of the boat's current PHRF of the Chesapeake Valid Rating Certificate must be received and processed prior to the race or series (see paragraph 2.4.3 concerning informal race scoring).
 - 2.3.2.1 It is the owner's responsibility to ensure their entry is accepted by the deadline in the race SIs.
 - 2.3.2.2 Season entry and race fee of \$390 covers races found within this race circular.
- 2.4 **Ratings:**
 - 2.4.1 When a yacht competes in an SMSA CBYRA-sanctioned race she shall display US SAILING numbers or the sail number listed in the class roster conforming to PHRF Chesapeake Bay requirements.
 - 2.4.2 If a yacht's rating or the parameters on which the rating is based are changed from what is listed on the Valid Rating Certificate, it is the owner's responsibility to inform the race committee of the new valid rating at check-in. A copy of the revised rating certificate must be provided to the Keelboat Race Chair or scorer. A rating change becomes effective on the date listed on the revised rating certificate. Race results will be amended upon receipt of a copy of the revised rating certificate, if necessary.



2.4.3 The keelboat program scorer may provide a provisional PHRF rating for participants racing in an informal SMSA race.

2.5 Crew Limits

2.5.1 Crew limitations imposed by PHRF or a class association will be in effect for formal races and SMSA's CBYRA sanctioned races.

2.5.2 The PHRF or class association maximum crew limit is waived for SMSA informal races to allow skippers to bring visiting friends, new sailors, co-workers, etc., and not have to turn them away because of the crew limit. It is incumbent on skippers to stay within the Coast Guard and safety limits of their boats and safety gear inventories.

3 Notices to Competitors

Notices to competitors will be published on the official notice board located on the SMSA website, keelboat race page, by 2100 the day preceding the event.

4 Changes to Sailing Instructions

Any change to these General SIs will be posted on the Keelboat page on the SMSA Website, no later than 15 days prior to taking effect. Changes to a Race's Special SIs including schedule and starts will be posted by 9 pm the night before it will take effect. These will also be posted on the SMSA keelboat page. RC will make every effort to distribute these changes to competitors when they check-in.

5 Signals Made Ashore

Fleet hails may also be made on VHF channel 72. Electronic Signals made ashore will be promulgated using social media /smart devices / group texts.



6 Schedule of Races

Month	Date	Day	Event
Apr	10	Wed	Wednesday Night Series A-1
	13	Sat	Little Choptank Race (SMSA High Point)
	14	Sun	Spring Invitational (CBYRA & SMSA High Point)
	17	Wed	Wednesday Night Series A-2
	24	Wed	Wednesday Night Series A-3
	27	Sat	Double Handed Race
May	1	Wed	Wednesday Night Series A-4
	8	Wed	Wednesday Night Series A-5
	11	Sat	Vice Commodore's Cup
	15	Wed	Wednesday Night Series A-6
	18	Sat	Frost-Goode Race (SMSA High Point)
	22	Wed	Wednesday Night Series A-7
Jun	29	Wed	Fleet Building – Wed Night
	5	Wed	Wednesday Night Race B-1
	12	Wed	Wednesday Night Race B-2
	19	Wed	Wednesday Night Race B-3
	22	Sat	Smith Point Race (SMSA High Point)
	23	Sun	Summer Invitational Race (CBYRA & SMSA High Point)
Jul	26	Wed	Wednesday Night Race B-4
	3	Wed	Wednesday Night Race B-5
	10	Wed	Wednesday Night Race B-6
	13	Sat	Sharp's Island Race (SMSA High Point)
	17	Wed	Wednesday Night Race B-7
	24	Wed	Out n Back Race
Aug	31	Wed	Wednesday Night Series C-1
	7	Wed	Wednesday Night Series C-2
	14	Wed	Wednesday Night Series C-3
	17	Sat	Mixed Couples Race / Battle Creek Cruise
	21	Wed	Wednesday Night Series C-4
Sep	28	Wed	Wednesday Night Series C-5
	4	Wed	Wednesday Night Series C-6
Oct	11	Wed	Wednesday Night Series C-7
	19	Sat	Hooper - Point/No-Point Race (SMSA High Point)
Nov	20	Sun	Fall Invitational (CBYRA & SMSA High Point)
	3	Sun	Fall Frostbite #1
	10	Sun	Fall Frostbite #2
	17	Sun	Fall Frostbite #3
	24	Sun	Fall Frostbite #4
Mar '25	24	Sun	Wednesday Racing Potluck & Awards
	9	Sun	Spring Frostbite #1
	16	Sun	Spring Frostbite #2
	23	Sun	Spring Frostbite #3
	30	Sun	Spring Frostbite #4



7 Class Definitions and Flags

7.1 **SMSA Keelboat Classes:** SMSA uses the PHRF Chesapeake Bay class splits for region 2:

Region	Class	PHRF Ratings	Pennant/Flag
2	A	Up to 109	#9 Pennant
2	B	110 to 145	#6 Pennant
2	C	146 and up	#7 Pennant
1-4	N	All ratings	#5 Pennant



7.2 **Double Headsail Restriction:** Double headsails are allowed in all spinnaker classes. PHRF-N class is limited to single headsails except during sail changes.

7.3 **Portsmouth Class:** Some races allow for small boat and dinghies participation. At RC's discretion, Portsmouth may be granted their own start if enough boats are at the start.

Region	Class	PHRF Ratings	Pennant/Flag
2	Port	All	#4 Pennant



7.4 **CRCA Classes:** SMSA Invitational Races may use CRCA Class with ORR- ez certificates:

Region	Class	Ratings	Pennant/Flag
CRCA	Cruiser	All	Solid White Rect
CRCA	Racer	All	Solid Green Rectangle



8 Racing Areas

SMSA races take place in three areas: SMSA Patuxent River (in the vicinity of Solomon's as well as upriver) and Chesapeake Bay Race Areas are illustrated in the courses section of this circular. Middle distance series races extend up to 35 miles north or south of Patuxent River "1" in the Chesapeake Bay.

9 Courses

9.1 Courses are determined by RC using Solomon's Area Race Marks, Chesapeake Bay Navigation Marks, drop marks, other navigational marks or as designated in Special SIs.

9.2 Navigation marks are to be passed on the channel side at all times unless they are specified rounding marks or otherwise specified in Race SIs. Race Mark "Y" is to be passed on the channel side at all times.

9.3 Marks shall be rounded in the order displayed reading from left to right or top to bottom. Marks designated by red letters shall be rounded to port and those designated by green letters shall be rounded to starboard. One lap shall be sailed unless the course designation is followed by a numeral, which specifies the number of laps.

9.4 All federal exclusion zones including those at the Gas Docks and Aerial Target Zones shall be avoided. Traversing may result in disqualification (DSQ) at the discretion of score and or RC without redress.

9.5 **Drop Marks**

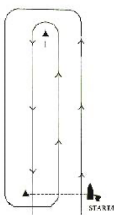


9.5.1 Inflatable drop marks may be used in combination with fixed marks, bridge pilings and SMSA race marks. Drop marks will be assigned the letters “L”, “W”, or “X”, when used in conjunction with SMSA Patuxent or Chesapeake Bay Area Race Marks. Mark “L” is the leeward mark. Mark “W” is the windward mark. Mark “X” is the pin end of the start/finish line.

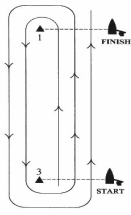
9.5.2 Course Designators and Descriptions

- For Drop Mark type courses, all marks will be left to port.
- The course designator, range and bearing of the first leg will be displayed before the warning signal.

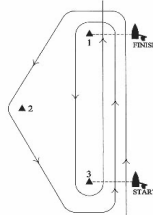
<u>Designation</u>	<u>Description</u>
W	Windward/Leeward (5 legs, windward finish)
L	Windward/Leeward (4 legs, leeward finish)
O	Olympic triangle (6 legs, windward finish)
G	Triangle (5 legs, leeward finish)



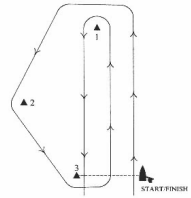
L
(RED)



W
(RED)



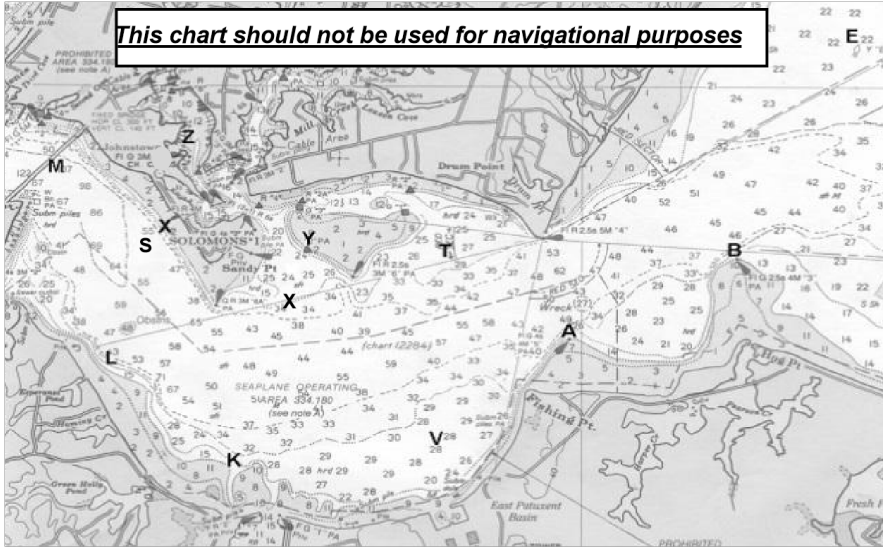
O
(RED)



G
(RED)



9.6 SMSA Patuxent River Race Marks



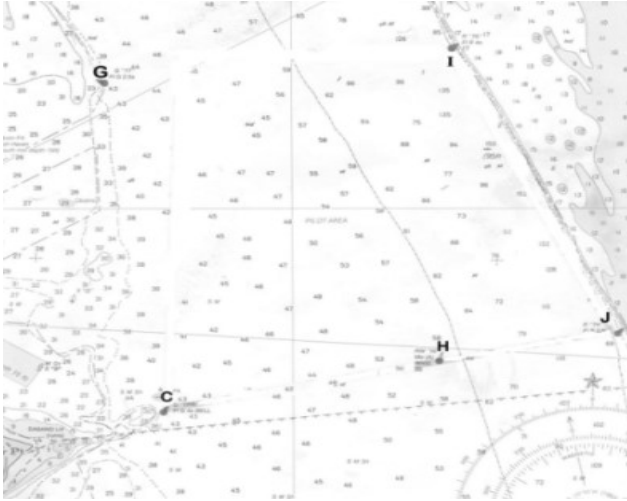
Mark	Designation	Description	Lat	Long
A	"5"	PR#5, FI G 4sec	38 18.56'	076 25.09'
B	"3"	PR#3, FI G 2.5sec	38 19.04'	076 24.05'
K	West Basin	SMSA "K"	38 17.878'	076 27.307'
L	"L"	SMSA "L"	38 18.573'	076 28.030'
M	North Center Span	SMSA "M" Bridge Piling	38 19.53'	076 28.34'
S	Gazebo	SMSA "S" (no mark)	38 19.26'	076 27.73'
T	"T"	SMSA "T"	38 19.182'	076 26.027'
V	East Basin	SMSA "V" across from TPS	38 18.020'	076 25.962'
X	Pin End	Drop Mark	38 18.92'	076 26.74'
Y	"2" PA	Red Day Marker	38 19.09'	076.26.73

SMSA Patuxent River Race Mark Distances (NM)

A	0.94	1.87	2.34	2.83	0.96	0.87	2.36	1.35	1.41
	B	2.80	3.19	3.71	1.56	1.82	3.19	2.15	2.17
		K	0.89	1.84	1.64	1.06	1.42	1.13	1.29
			L	1.01	1.72	1.73	0.76	1.11	1.20
				M	2.24	2.40	0.56	1.45	1.70
					T	1.16	1.73	0.65	0.69
						V	1.89	1.09	1.23
							S	1.11	1.20
								X	0.15
									Y



9.7 SMSA Chesapeake Bay Race Marks



This chart should not be used for navigational purposes

Mark	Designation	Description	Lat	Long
C	1PR	PR#1, FI G 4sec Bell	38 18.211'	076 21.177'
G	Green77	FI G 4sec Bell	38 21.088'	076 21.693'
H	Mo(A)	RW Center Channel Marker	38 18.656'	076 18.681'
I	Red 76	FI R 4sec	38 21.379'	076 18.532'
J	Red 74	FI R 2.5sec	38 18.935'	076 17.065'

Chesapeake Bay Race Mark Distances (NM)

A	0.94	3.09	3.67	5.03	5.86	6.30
	B	2.40	2.76	4.23	4.92	5.48
		C	2.89	2.00	3.78	3.30
			G	3.39	2.49	4.22
				H	2.72	1.30
					I	2.70
						J



10 Check-in

Boats are required to hail Boat Name, sail number, rating, which class to be sailed in (A,B,C or NS), and # of crew aboard while close abeam or astern of RC boat to be considered checked in. At this time, any printed SI amendments will be handed out. Audible SI changes are possible, but not recommended.

11 Start

- 11.1 Races will be started in the order and at the times described in each Race's SIs. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. Race Committees are encouraged to use the SMSA start box. It should be sufficiently charged for your use. It has a manual activation and a sequence activation. The sequence is set inside the box and can be either a 3 min (dinghies), a 5 min (rule 26), and a rolling R26. Instruction can be found in a document protector on the RC boat.
- 11.2 The preparatory signal will be displayed one minute after the warning signal and will be removed, with one sound, one minute before the starting signal.
- 11.3 Succeeding classes sequences will be started at five-minute intervals by raising the next class flag simultaneously with the dropping the class flag for the preceding class (denoting their start).
- 11.4 The starting line will be delineated in individual race SIs. If the RC boat is on-station, the starting line will be between a yellow flag on the RC boat and the adjacent race mark. The RC may use a vertical string directly below the yellow flag to sight the line to the pin.
- 11.5 After the first warning signal of a race, boats whose warning signal has not been made shall keep clear of the starting area and all of the boats whose warning signal has been made.
- 11.6 The use of engines during pre-starts when RC is ashore: When RC is ashore and using Mark Y as starting line, engines may be used during preparatory segment of pre-start, only to maneuver to avoid, or unground from, the shallows adjacent to, or found within, the start box. It is incumbent on each competitor to ensure that the additional propulsion does not provide advancement to the starting line.
- 11.7 Mark Boats
- Failure of a mark boat to be on station or to display her signal will not be grounds for redress. This changes rule 62.1(a).

12 Change of Course After the Start

A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When a mark is replaced in a subsequent change of course, it will be replaced with an original mark.



13 Recalls

13.1 Individual Recall

When individual recalls are signaled, the race committee may (at its discretion) attempt to hail the sail numbers of the recalled boats by loudhailer or VHF on channel 72 while flying the individual recall flag. Failure of the race committee to hail or failure of a boat to hear the hail of its sail number shall not relieve the boat of its obligation to start correctly. This changes RRS 29.1 and 62.1(a).

13.2 General Recall

General Recalls will be signaled in accordance with the RRS 29.3 as modified below. If a General Recall is made, classes following the recalled class will start in their scheduled start sequence. Recalled classes will start in the order they were recalled after the starting signal of the last scheduled start.

14 Finish Line

14.1 The finish line will be between a yellow flag on the RC boat and a designated *adjacent mark*, or as designated in the race's Special SIs.

14.2 U.S. Sailing Prescription to R34 will be in effect

14.3 MARK MISSING; RACE COMMITTEE ABSENT

US Sailing prescribes that, if a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the race committee is absent when a boat finishes, see section 16.2.

15 Multiple Races

Deleted – addressed in specific race SI's

16 Finish Times

16.1 For point-to-point races (Middle Distance, etc.) where racers record their own finish times, each yacht will designate one watch as the yacht's official watch. Using this official watch, each yacht will record the time of day, to the nearest second, of its class start and its finish.

16.2 If a race committee (RC) is not on station, each yacht must record its finishing time and the time of the next boat finishing within 20 minutes of its finish time to the nearest second using GPS time or the start and finish time from the yacht's official watch, and report this record to the score@smsa.com, or keelboat race chair as prescribed in each Race's SIs.

17 Time Limit

Race time limits are listed in each Race's SIs.



18 Protests

Protests must be made in accordance with RRS 61.1(a) with the following addition:

- 18.1** Immediately after finishing, a boat intending to protest must inform the RC of her intention to protest and identify the boat or party being protested. If RC is not on station at the finish, the boat intending to protest must inform the RC when reporting her finishing time.
- 18.2** Protests shall be written on US Sailing forms available for download from US Sailing and SMSA websites. Completed protest forms must be delivered to the Race Committee or Race Chair within the protest time specified in each Race's SIs.
- 18.3** SMSA has appointed a Protest Committee (PC) chair and PC members as listed in the table on page 2 of this circular. The PC chair will assign members to support races or series protests, and has the authority to appoint additional PC members, as required.
- 18.4** Protests will be heard in approximately the order of receipt, as soon as possible, which may be at a date after the race event has completed.
- 18.5** Protest notices will be posted on the SMSA website as soon as possible after being received and registered. Parties to or witnesses for a protest will be informed via the website and email the location and time of the hearing.
- 18.6** Appeals for SMSA races sanctioned by CBYRA will be handled by CBYRA in accordance with rule 70, and modified as specified by the CBYRA Greenbook.

18.7 Hearings

18.7.1 Normal Hearing Scheduling

Hearing dates and times will be posted on the SMSA website. PC may also notify interested parties and witnesses via email or phone. The goals are to hold the hearing within 7 days from the race and to publish the decision on the SMSA website within 7 days from the hearing.

18.7.2 Arbitration

For protests involving an alleged breach of RRS, Part 2, a short arbitration hearing will be held after the race, following proper filing of the protest and prior to any protest hearing. The arbitration hearing will be held if both parties to the protest are present and a member of the appointed and assigned PC member who is authorized to hold such a hearing is present. After a written protest form is properly lodged, one representative from each boat will meet with the arbitrator unless the protester requests that the protest be withdrawn. No witnesses will be allowed. The acceptance of an arbitration decision cannot be grounds for redress or be appealed. Protests not resolved by arbitration will be forwarded to the PC.

18.7.3 Expedited Hearings

- 18.7.3.1** If the PC is able to assemble the parties to a hearing before the scheduled protest hearing and the parties agree, it may begin the hearing and may waive the requirements of rule 61.2 (protest in writing, etc.) and rule 61.3 (delivery of the protest within the protest time limit). The rule changes in this section apply to expedited hearings only.



- 18.7.3.2** Rule 63.5 is changed to: “At the beginning of the hearing, if there is no objection, the protest or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence ... (no further change).”
- 18.7.3.3** Insert a new sentence after the third sentence of rule 63.6: “However, the protest committee may limit the number of witnesses, and the time during which parties may present evidence and ask questions.”
- 18.7.3.4** The first sentence of rule 65.2 is changed to: “A party to the hearing is entitled to receive the above information in writing, provided the party asks the protest committee for it no later than 1 day after being informed of the decision or coming ashore following the last race of the day, whichever is later.”

19 Penalties

19.1 Penalties at the Time of the Incident

The first two sentences of rule 44.1 are changed to: “A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.” - Alternatively, a boat infringing a rule of RRS, Part 2 or Rule 31 may take a Scoring Penalty in accordance with the rules amended below:

- 19.1.1** The penalty shall be a 20% scoring penalty. The penalty shall be calculated as stated in RRS 44.3(c).
- 19.1.2** A boat that displays a penalty flag and complies with some but not all the requirements of paragraphs RRS 44.3 (a) and (b) shall be penalized places equal to 50% (rounding 0.5 upward) of the number of yachts entered, but not worse than the position of DNF. No hearing is required, but a boat may request a hearing on having met the requirements of paragraphs RRS 44.3 (a) and (b).

19.2 Penalties Taken after a Race

- 19.2.1** A boat that may have broken a rule of Part 2 or rule 31 may take a scoring penalty after a race by informing the Race Committee in writing, identifying the race number and when and where the incident occurred and according to the following, (This modifies rule 44.3(a).):
- 19.2.2** If taken before the protest time limit, the penalty shall be a 20 percent Scoring Penalty. If taken after the protest time limit but before the start of a hearing of a protest involving the incident, the penalty shall be a 30-percent Scoring Penalty. The penalty shall be calculated as stated in Rule 44.3(c). This modifies rule 44.3(c).



20 Race Results and Scoring

Race results are considered final once published in the SMSA web site. Exceptions are race results that contain pending protests, erroneous ratings, mathematical errors and/or other administrative mistakes. These results will be amended and republished as required.

20.1 Scoring

20.1.1 Races and short series races will be scored with the Low Point scoring system, in accordance with Rule A2. Wednesday Night Series races will be scored with the Low Point scoring system, in accordance with rule A2, and A5.3 will apply as modified below.

- RRS Appendix A5.3 is modified as follows:

If the notice of race or sailing instructions state that rule A5.3 will apply, rule [A5.2](#) is changed so that, a boat that came to the starting area (hailing distance of starting boat or visual if RC is ashore) but did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place **two more than the number of boats that came to the starting area**.

20.1.2 To qualify for any SMSA series award, yachts must meet the requirements of section 2 of these General SIs. PHRF ratings are expressed in seconds per mile.

20.1.3 PHRF: Time on Time

Corrected time for each boat is calculated by using the following formula:

$$Time_{Corrected} = Time_{Elapsed} \left[\frac{650}{550 + PHRF} \right]$$

For example, if your PHRF rating was 120 and it took you 63.5 minutes to finish the race your corrected time would be:

$$Time_{corr} = Time_{El} * \left(\frac{650}{550 + 120} \right) = 63.5 * \left(\frac{650}{670} \right) = 61.6 \text{ min}$$

20.1.4 All boats (minimum of one) that have competed in a class will be scored. Whether a boat receives an award will be determined by the race's Special SIs. This modifies RRS 90.3.

20.1.5 A boat/crew scheduled to serve RC duties is eligible to be scored and to receive an award that same date only if it can muster enough crew to properly perform RC duties.



20.2 SMSA Series Races

20.2.1 A minimum of one race constitutes a series.

20.2.2 All entries are counted in the number of competitors in a series.

20.2.3 SMSA Formal

20.2.3.1 The following Formal Race Series will be scored using the Low Point System, RRS Appendix A as modified (see table):

<u>Series</u>	<u>Throw outs</u>
Middle Distance Series	1 if 4 races, 0 if 3 or less
Invitational Series	None

- Middle Distance Series Races: Sharps Island, Little Choptank, Smith Point, and Hooper Island/Point-No-Point Races
- Invitational Series Races: Spring, Summer, and Fall Invitational Races

20.2.4 SMSA Informal Series

20.2.4.1 SMSA Wednesday Night Series

- SMSA informal racing includes 3 series. Series awards are presented at the SMSA Clubhouse after the last Fall Frostbite Race.
- Each SMSA Wednesday Night Series (A/B/C) includes 7 scheduled races

<u>Series</u>	<u>Throw outs</u>
SMSA Wednesday Night Series (Alpha)	2 if 7 races, 1 if 6
SMSA Wednesday Night Series (Bravo)	2 if 7 races, 1 if 6
SMSA Wednesday Night Series (Charlie)	2 if 7 races, 1 if 6

20.2.4.2 SMSA Frostbite Series

- Spring Frostbite Series includes 4 Sunday races in March/April
- Fall Frostbite Series includes 4 Sunday races in November

<u>Series</u>	<u>Throw outs</u>
Spring Frostbite Series	1 if 4 races
Fall Frostbite Series	1 if 4 races

20.2.5 SMSA Season High Point Scoring

20.2.5.1 To qualify for an SMSA Season High Point score, a boat must compete in >50% (5) of the qualifying formal race events that are actually conducted for the class. One of which must be a Middle Distance Series race, one of which must be an Invitational Series race. The scoring shall be the same for spinnaker and non-spinnaker class.

20.2.5.2 Season High Point will use the following High Point Percentage System. For each event a competitor will receive 1 point for starting each race, 1 point for finishing each race, and 1 point for each boat beat. Bonus points will not be awarded for distance races. A boats top 5 finishes will be used to compute its score. This changes RRS Rule 90.3(a).

The High Point score is calculated as follows:

$$Score = \frac{StartPoints + FinishPoints + BoatsBeat}{PossibleStartPoints + PossibleFinishPoints + PossibleBoatsBeat}$$

20.2.5.3 SMSA Season High Point qualifying races (8) are: Smith Point, Sharps



Island, Little Choptank, Hooper Island/Point-No-Point, Spring Invitational, Summer Invitational, Fall Invitational, and Frost-Goode.

21 Awards

- 21.1 Awards are made to the owner(s) (or organizations representatives) and boat when considered as a single entity. Boats entered in SMSA races must be entered in the name of the owner(s) (or organizations representatives) to be eligible for awards.
- 21.2 Race awards are made in accordance with the Race's SIs.
- 21.3 Series and high point awards shall be provided for 1st place when at least two (2) boats qualify, for 1st and 2nd places when at least five (5) boats qualify, and for 1st, 2nd, and 3rd places when at least seven (7) boats qualify. Other awards may be designated within the Special SIs.

22 Racing at Night

- 22.1 For determining the right of way between contestants, the RRS Part 2 shall govern except that between sunset and sunrise, the following shall be substituted for RRS 17: "When one of two boats is about to pass the other and they are on the same tack and within three overall lengths (of the longer boat) of each other, the boat being overtaken shall maintain her proper course, and the boat clear astern, if she elects to pass to windward, must do so at least three overall lengths (of the longer boat) from the leeward boat. Both boats shall sail their proper course when overlapped."
- 22.2 Boats in the vicinity of vessels with which they might collide should illuminate their sails at night by any available means to ensure that they can be clearly seen by other vessel(s). This is in addition to the display of required lights under USCG Inland Rules.

23 Radios

- 23.1 It is suggested that boats racing monitor VHF Channel 16 and 72 and make contact with commercial traffic on Channel 13 as required for safety. It is suggested that boats racing monitor and communicate with RC on VHF Channel 72. Postponements and/or cancellations by the RC for weather conditions may be announced on VHF channel 72. The RC will also make every effort to announce race course, individual recalls, shorten course and abandonments on channel 72.

24 Equipment

- 24.1 All equipment required by US Coast Guard, the RRS, Class Rules, PHRF of the Chesapeake, CRCA, these General SIs, and Race Special SIs shall be aboard and readily available. The Class or SMSA has the right to inspect, without notice, any boat for the required equipment.
- 24.2 Class flags must be displayed from the backstay during the race, and must be the same as the class declared at check-in and raced during the race. The vessel will be scored based on the class flag flown on the back-stay.

25 Commercial Traffic

- 25.1 SMSA racers will comply with US Coast Guard Rule 9 Narrow Channels subsection (b) wherein "**A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway**". Any attempt by



an SMSA race participant to exercise right of way, to cross in proximity to, or to interfere with reasonable transit of the race area by commercial freighters, tugs and tows or other commercial vessels that are unable to readily respond, will be grounds for protest. Should such a protest occur, the burden of proof is on the boat allegedly interfering. Contestants must take evasive action well in advance of any potentially dangerous situation.

- 25.1.1** A commercial vessel may use sound signals prescribed in Coast Guard Rule 34(c) to indicate her intention; one short blast to mean "I intend to overtake you on your starboard side" OR two short blasts to mean "I intend to overtake you on your port side". When vessels in sight of one another are approaching each other and for any cause either vessel fails to understand the intentions or actions of the other, or is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the whistle.
- 25.1.2** If an SMSA racer is in the Chesapeake Shipping Channel and being approached by commercial traffic whose intent is not known it is suggested they establish Bridge-to-Bridge communications with the approaching vessel(s) on VHF Channel 13 to establish intent and ensure the racer is not violating Coast Guard Rule 9.
- 25.2** If an SMSA racer is without way in a ship channel and infringes RRS 42.1 by using an engine to clear the channel at the approach of commercial traffic, it shall either retire or, if the incident was unavoidable, continue racing and request redress.
- 25.2.1** RRS 42.3 (i) is amended by adding "A boat that is unavoidably without way in a ship channel may use any means of propulsion to clear the channel at the approach of commercial traffic provided that, when becoming clear of the commercial traffic, the boat has not improved their position as a result of this action." A boat claiming this exception shall report the incident in writing to the protest committee within the protest time limit, with all the facts necessary to substantiate the boat's speed and change of position during the incident including starting and ending positions, heading, propulsion duration, speed.
- 25.2.2** RRS 62.1 is modified to allow the consideration of this request by adding: "(e) clearing a ship channel in compliance with General SI 26.2 [RRS 42.3(i)]."

26 Disposal of Refuse

All refuse must be disposed of in a proper manner upon returning ashore. Discharging refuse over the side is grounds for disqualification.

27 Race Committee

- 27.1** SMSA Race Committees are made up of volunteers on a race-to-race basis. Race Committees are responsible for the conduct of the race and computing preliminary race results. All information needed by the Race Committee will be supplied prior to the race. It is highly advisable for the Race Committee to use a laptop PC with scoring programs provided by our Official SMSA Scorer and found in the SMSA website Keelboat page. Any questions regarding race conduct should be directed to the Keelboat Race Chair for clarification.



The Race Committee shall transmit the completed score sheet as soon as possible after completion of the race to score@SMSA.com as an attachment to an e-mail. The Scorer is responsible for informing the Keelboat Race Chair of the receipt of the results. SMSA's Scorer will post race results on the SMSA web site in a timely manner.

- 27.2 ALL race registered SMSA keelboat owners are required to serve as Race Committee for one or more keelboat races (1 minimum, 2 preferred). We cannot conduct a viable racing program without EVERYONE doing their part to make it successful.
- 27.3 At least one member of the RC must have attended an SMSA Race Management seminar or volunteered and served as a RC member of SMSA race events for at least two consecutive years. Contact Keelboat Chair if this requirement is an issue for your crew, and we will work on getting you training.
- 27.4 At least one member of the RC must have been checked out in the operation of the RC boat by the boat captain or Keelboat Race Chair. Contact Keelboat Chair if this requirement is an issue for your crew, and we will work on getting you training.
- 27.5 Failure to serve as RC on at least one events per year **will result in a loss of a throw out within all low point series** and the throw out will be the highest point race value for all high point series in which the offending boat has participated. Failure to serve will also remove the offending boat/owner from Season High Point consideration.



Wednesday Night Series

DATES:

Alpha Bravo Charlie
 April 10-May 22 June 5 – July 17 July 31 - September 11

FEE: \$100.00/series **ENTRY DUE:** 1700 day before first race

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate.

RACE AREA: SMSA Patuxent River Race Area

CHECKING IN: Hail Boat Name, Sail Number, Class, and rating, while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between a yellow flag along the waterfront with a recommended bearing to “Y” of 117 – 122 degrees if RC is on shore. If onshore RC is absent; between “Y” and the yellow bay marker ashore. With RC boat on station; between yellow flag on the RC boat and “X”.

COURSE: Determined by RC using Patuxent River Race Marks, drop marks, or a combination.

FINISH LINE: At SMSA “Y” as per SMSA General Sailing Instruction 14; U.S. sailing prescription to Rule 34 (no RC boat) or between yellow flag on RC boat and “X” or at SMSA “Z”

STARTING SIGNALS: In accordance with RRS 26, Starting Races.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
N & C	1825	#5 & #7 Up		N & C Warning	gun/sound
	1826	Code “P” Up		N & C Prep	gun/sound
	1829	Code “P” Down			long horn
	1830	#5 & #7 Down		N & C Start	gun/sound
		#6 Up		B Warning	
B	1831	Code “P” up		B Prep	gun/sound
	1834	Code “P” Down			long horn
	1835	#6 Down		B Start	gun/sound
		#9 Up		A Warning	
A	1836	Code “P” Up		A Prep	gun/sound
	1839	Code “P” Down			long horn
	1840	#9 Down		A Start	gun/sound

TIME LIMIT: 2.0 hours. Any boat finishing 1 hour after the first boat in class will be scored Time Limit Expired (TLE) which will be equal to the number for finishers plus two. This changes RRS 35 and A5.2.

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be lodged with the RC at SMSA clubhouse within one hour of the finish time of the last boat in class or at the time of RC arrival, whichever is later. Any protests not resolved after racing on the Wednesday in which they occurred will be heard at a later date.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

All classes will be scored and awarded separately. Results will be presented at clubhouse following the race. Results will be posted on www.smsa.com.



Little Choptank Race

DATE: Apr 13 **FEE:** \$45.00 **ENTRY DUE:** 1700 the day before

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate

RACE AREA: Mid Chesapeake Bay









CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between the yellow flag on the RC boat and adjacent drop mark in the vicinity of SMSA ‘B’ (# 3, FI G 2.5 sec). If it is not, the line is defined when SMSA “B” bears 190 magnetic to starboard.

COURSE: Round SMSA “C” (1PR) and R “78” to port, and to the finish. If code flag “R” is displayed, the course will be sailed in **reverse with starboard roundings**. The Cove Point Gas Docks restricted area must be honored as a keep out zone. The official distance is 32.8 nautical miles.

FINISH LINE: If RC is on station - between yellow flag on the RC boat and adjacent drop mark. If RC is **not** on station - boats are required to take their own finishing times when SMSA ‘B’ bears 120° magnetic to **port** and is within two overall boat lengths if the course was raced as described. If the course was reversed, finishing time should be taken when SMSA ‘B’ bears 210° magnetic to **port** and is within two overall boat lengths. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com by 1700 the day after the race.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>
	1000	#5 Up 	N Warning	gun/sound
	1001	Code “P” Up 	N Prep	gun/sound
	1004	Code “P” Down 		long horn
N	1005	#5 Down 	N Start	gun/sound
		#9 Up 	A-C Warning	
	1006	Code “P” Up 	A-C Prep	gun/sound
	1009	Code “P” Down 		long horn
A-C	1010	#9 Down 	A-C Start	gun/sound

TIME LIMIT: None

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be filed with the RC or submitted to the Keelboat Race Chair by 1700, the day after the race. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Awards will be presented at annual banquet. Results will be posted on www.smsa.com



Spring Invitational Race

DATE: Apr 14 **FEE:** \$25.00 **ENTRY DUE:** 1700 the day before

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have either a valid PHRF certificate (for PHRF Fleet), or ORR-ez certificate (for CRCA Fleet).

FLEET: Boats may choose to race either PHRF Fleet or CRCA Fleet based on the rating certificate they present to Race Committee at sign-up. RC will start a CRCA fleet (combined racer and cruiser) if 5 or more boats register for the event. If fewer than 5 boats, CRCA fleet will start along with PHRF Spinnaker. Notification will be made prior to start sequence by RC on the water.

RACE AREA: SMSA Patuxent River or Chesapeake Bay Race Area

STARTING AREA: Rendezvous with the RC boat in the vicinity of SMSA ‘B’ (# 3,FI G 2.5 sec). If conditions warrant, the RC boat will fly Code “L” and proceed to a better starting area.

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

RADIO: Boats should monitor VHF 72 for courtesy communications from the Race Committee.

SCHEDULE: The scheduled time of the warning signal for the first race of the invitational is 1300. Additional races will be at the discretion of the race committee. The Race Committee will signal its intention to start another race by flying Flag “R” from the Signal Boat at the finish of a race. No warning signal will be made after 1530.

STARTING LINE: Between the RC boat yellow flag and adjacent mark.

COURSE: Determined by RC using SMSA Patuxent River or Chesapeake Bay Area Race Marks, drop marks or a combination. CBYRA requires a 5 mile course, with a 2knot average boat speed, for inclusion into CBYRA events.

FINISH LINE: Between the RC boat yellow flag and the adjacent mark.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1300	#5 Up		N Warning	gun/sound
	1301	Code “P” Up		N Prep	gun/sound
	1304	Code “P” Down			long horn
N	1305	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1306	Code “P” Up		A-C Prep	gun/sound
	1309	Code “P” Down			long horn
A-C	1310	#9 Down		A-C Start	gun/sound
		CRCA Up		CRCA Warning	
	1311	Code “P” Up		CRCA Prep	gun/sound
	1314	Code “P” Down			long horn
CRCA	1315	CRCA Down		CRCA Start	gun/sound

TIME LIMIT: The length of the race divided by 2, expressed in hours.



SCORING: One (1) scored race is required to constitute a series. A boat's series score will be the total of all of her race scores, this changes RSS. CRCA fleet participants will be scored separately from the Non-Spinnaker and the A-C Spinnaker Fleet.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat's docking time, whichever is later. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Informal results will be announced at clubhouse following the race. Awards will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Double Handed Race

DATE: Apr 27 **FEE:** \$45.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: Only two people are allowed per yacht. Cruisers without a PHRF certificate will be assigned a PHRF rating by the scorer. All entrants are eligible for trophies. All boats comply with US sailing "coastal" sailing requirements and have a valid PHRF certificate

RACE AREA: SMSA Chesapeake Bay Area

STARTING AREA: Vicinity SMSA "B" (# 3,FI G 2.5 sec).

















CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between the yellow flag on the committee boat and the race buoy in the vicinity of SMSA 'B'

COURSE: From starting line, round Chesapeake Bay Race Marks C, H, I, G to **Port** and back to finish line. If code flag "R" is displayed, the course will be sailed in reverse with starboard roundings. Official distance is 12.37nm. If RC moves course to river marks, the course will be as determined by RC.

FINISH LINE: If RC is on station (or if river racing course is used)- between yellow flag on the RC boat and adjacent drop mark. If RC is **not** on station - boats are required to take their own finishing times when SMSA 'B' bears 120° magnetic to **port** and is within two overall boat lengths if the course was raced as described. If the course was reversed, finishing time should be taken when SMSA 'B' bears 210° magnetic to **port** and is within two overall boat lengths. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com by 1700 the day after the race.

STARTING SIGNALS: Starts shall be in accordance with RRS 26, Starting Races.

<u>CLASS</u>	<u>TIME</u>		<u>FLAG</u>		<u>SIGNAL</u>	<u>SOUND</u>
	1000	#5 Up			N Warning	gun/sound
	1001	Code "P" Up			N Prep	gun/sound
	1004	Code "P" Down				long horn
N	1005	#5 Down			N Start	gun/sound
		#9 Up			A-C Warning	
	1006	Code "P" Up			A-C Prep	gun/sound
	1009	Code "P" Down				long horn
A-C	1010	#9 Down			A-C Start	gun/sound

TIME LIMIT: If the bay courses are run, there is no time limit, and the finish times are as recorded and reported described in the Finish line section above without RC on station. If the course is moved to in the river, the time limit is the length of the course divided by 2 expressed in hours. Boats finishing 1 hour after the first boat in their class will be scored DNF.

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat's docking time, whichever is later. Protests will be heard at a later time.



AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Awards will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Vice Commodore's Cup

DATE: May 11 **FEE:** none **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: This race is open to keelboats/cruisers and dinghies. All boats comply with US sailing "coastal" sailing requirements.

RACE AREA: SMSA Patuxent River or Chesapeake Bay Race Area

STARTING AREA: Rendezvous with the RC boat in the vicinity of SMSA 'B' (# 3,FI G 2.5 sec). If conditions warrant, the RC boat will fly Code "L" and proceed to a better starting area.

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

RADIO: Boats should monitor VHF 72 for courtesy communications from the Race Committee.













SCHEDULE: The scheduled time of the warning signal for the first race of the regatta is 1100. Additional races will be at the discretion of the race committee. The goal will be to have 2-3 races. The Race Committee will signal its intention to start another race by flying Flag "R" from the Signal Boat at the finish of a race. No warning signal will be made after 1530.

STARTING LINE: Between the RC boat yellow flag and the adjacent mark.

FINISH LINE: Between the RC boat yellow flag and the adjacent mark.

COURSE: Determined by RC using SMSA Patuxent River or Chesapeake Bay Area Race Marks, drop marks or a combination.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1100	Port Up (#4)		Port Warning	gun/sound
	1101	Code "P" Up		Prop Prep	gun/sound
	1104	Code "P" Down			long horn
Port	1105	Port Down		Port Start	gun/sound
	1115	#5 Up		N Warning	gun/sound
	1116	Code "P" Up		N Prep	gun/sound
	1119	Code "P" Down			long horn
N	1120	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1121	Code "P" Up		A-C Prep	gun/sound
	1124	Code "P" Down			long horn
A-C	1125	#9 Down		A-C Start	gun/sound

TIME LIMIT: The length of the race divided by 2, expressed in hours.

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat's docking time, whichever is later. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Awards will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Frost-Goode Race

DATE: May 18 **FEE:** none **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: This race is open to keelboats/cruisers and dinghies. All boats comply with US sailing “coastal” sailing requirements.

RACE AREA: SMSA Patuxent River Race Area and mid Patuxent River

STARTING AREA: Vicinity of SMSA “S” (race circular lat/long).

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between yellow flag on RC boat and a pin mark in the vicinity of SMSA “S”.

FINISH LINE: If RC is on station - between yellow flag on the RC boat and an inflatable mark in the vicinity of SMSA “L” (race circular lat/long). If RC is not on station - boats are required to take their own finishing times when SMSA ‘L’ bears 210° magnetic to Starboard and is within two overall boat lengths. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com by 1700 the day after the race.

COURSE: Up the Patuxent River to the vicinity of St Leonard Creek Mark 1 Green at (38° 23.053N, 76° 30.166W). Boats must pass to the north side of St Leonard Creek Mark within 3 boat lengths and turn around either port or starboard. There is no need to “round the mark”. Rule 18 does not apply for mark rounding, but standard “right of way” rules do still apply. The T. Johnson Bridge must be traversed between any of the three highest spans in both directions. All river marks must be honored. Official distance is 9.70NM.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1245	Port Up (#4)		Port Warning	gun/sound
	1246	Code “P” Up		Prop Prep	gun/sound
	1249	Code “P” Down			long horn
Port	1250	Port Down		Port Start	gun/sound
	1300	#5 Up		N Warning	gun/sound
	1301	Code “P” Up		N Prep	gun/sound
	1304	Code “P” Down			long horn
N	1305	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1306	Code “P” Up		A-C Prep	gun/sound
	1309	Code “P” Down			long horn
A-C	1310	#9 Down		A-C Start	gun/sound

TIME LIMIT: None

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat’s docking time, whichever is later. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Informal results will be announced at clubhouse following the race. Awards



will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Fleet Building / Mentoring Wednesday Night Race

DATE: May 29 **FEE:** None **ENTRY DUE:** 1700 day before race

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats. Any SMSA Membership, PHRF cert not required. Out of town or visiting boats are encouraged to contact Keelboat Chair for exception and inclusion into the entry list. (SMSA race circular onboard encouraged)

RACE AREA: SMSA Patuxent River Race Area

















CHECKING IN: Hail Sail Number, Boat Name, rating (if known) while close abeam or astern of RC boat to check-in (class flags not required).

STARTING LINE: Between a yellow flag along the waterfront with a recommended bearing to "Y" of 117 – 122 degrees if RC is on shore. If onshore RC is absent; between "Y" and the yellow bay marker ashore. With RC boat on-station; between yellow flag on the RC boat and "X".

COURSE: Determined by RC using Patuxent River Race Marks, drop marks, or a combination.

FINISH LINE: At SMSA "Y" as per SMSA SI 15; U.S. sailing prescription to Rule 34 (no RC boat) or between yellow flag on RC boat and "X"

STARTING SIGNALS: In accordance with RRS 26, Starting Races. Class flags will be used but any boat may start in any/all starts. A boat returning for subsequent starts shall not foul a boat racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1810	Port Up (#4)		Port Warning	gun/sound
	1811	Code "P" Up		Prop Prep	gun/sound
	1814	Code "P" Down			long horn
Port	1815	Port Down		Port Start	gun/sound
	1825	#5 & #7 Up		N & C Warning	gun/sound
	1826	Code "P" Up		N & C Prep	gun/sound
	1829	Code "P" Down			long horn
N & C	1830	#5 & #7 Down		N & C Start	gun/sound
		#6 Up		B Warning	
	1831	Code "P" up		B Prep	gun/sound
	1834	Code "P" Down			long horn
B	1835	#6 Down		B Start	gun/sound
		#9 Up		A Warning	
	1836	Code "P" Up		A Prep	gun/sound
	1839	Code "P" Down			long horn
A	1840	#9 Down		A Start	gun/sound

TIME LIMIT: 2.0 hours.

SCORING: Boats will be scored using PHRF handicap (if they have one) from their (final) start to their finish.

PROTESTS: Protestable infractions are encouraged to be discussed in open forum at results. Formal/filed Protests will be heard at a later date.

AWARDS & # BOATS STARTING: Awards will be presented at results at the discretion of the RC following the race. Results will be posted on www.smsa.com.



Smith Point Race

DATE: Jun 22 **FEE:** \$45.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate.

RACE AREA: Mid Chesapeake Bay

STARTING AREA: Vicinity SMSA ‘B’ (# 3, FI G 2.5 sec)





CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between the yellow flag on the RC boat and adjacent drop mark in the vicinity of SMSA ‘B’. If RC is not on station, the line is defined when SMSA “B” bears 190 magnetic to starboard.

COURSE: Round navigational **Buoy "70" (FI R 4 sec) to port** and to the finish line. SMSA ‘C’ (“1PR”, FI G 4 sec.) is to be passed on channel side at all times The official distance is 42.0nm.

FINISH LINE: If RC is on station - between yellow flag on the RC boat and adjacent drop mark. If RC is not on station - boats are required to take their own finishing times when SMSA ‘B’ bears 210° magnetic to port and is within two overall boat lengths. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com by 1700 the day after the race. .

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>		<u>FLAG</u>		<u>SIGNAL</u>	<u>SOUND</u>
	1000	#5 Up			N Warning	gun/sound
	1001	Code “P” Up			N Prep	gun/sound
	1004	Code “P” Down				long horn
N	1005	#5 Down			N Start	gun/sound
		#9 Up			A-C Warning	
	1006	Code “P” Up			A-C Prep	gun/sound
	1009	Code “P” Down				long horn
A-C	1010	#9 Down			A-C Start	gun/sound

TIME LIMIT: None

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be filed with the RC or submitted to the Keelboat Race Chair by 1700, the day after the race. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Awards will be presented at annual banquet. Results will be posted on www.smsa.com



Summer Invitational Race

DATE: Jun 23 **FEE:** \$25.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have either a valid PHRF certificate (for PHRF Fleet), or ORR-ez certificate (for CRCA Fleet).

FLEET: Boats may choose to race either PHRF Fleet or CRCA Fleet based on the rating certificate they present to Race Committee at sign-up. RC will start a CRCA fleet (combined racer and cruiser) if 5 or more boats register for the event. If fewer than 5 boats, CRCA fleet will start along with PHRF Spinnaker. Notification will be made prior to start sequence by RC on the water.

RACE AREA: SMSA Patuxent River or Chesapeake Bay Race Area

STARTING AREA: Rendezvous with the RC boat in the vicinity of SMSA ‘B’ (# 3,FI G 2.5 sec). If conditions warrant, the RC boat will fly Code “L” and proceed to a better starting area.

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

RADIO: Boats should monitor VHF 72 for courtesy communications from the Race Committee.













SCHEDULE: The scheduled time of the warning signal for the first race of the invitational is 1300. Additional races will be at the discretion of the race committee. The Race Committee will signal its intention to start another race by flying Flag “R” from the Signal Boat at the finish of a race. No warning signal will be made after 1530.

STARTING LINE: Between the RC boat yellow flag and adjacent mark.

COURSE: Determined by RC using SMSA Patuxent River or Chesapeake Bay Area Race Marks, drop marks or a combination. CBYRA requires a 5 mile course, with a 2knot average boat speed, for inclusion into CBYRA events.

FINISH LINE: Between the RC boat yellow flag and the adjacent mark.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing. Summer Invitational and Sail for Youth will use the same PHRF class splits and start concurrently.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1300	#5 Up	 N	N Warning	gun/sound
	1301	Code “P” Up	 P	N Prep	gun/sound
	1304	Code “P” Down	 P		long horn
N	1305	#5 Down	 N	N Start	gun/sound
		#9 Up	 N	A-C Warning	
	1306	Code “P” Up	 P	A-C Prep	gun/sound
	1309	Code “P” Down	 P		long horn
A-C	1310	#9 Down	 N	A-C Start	gun/sound
		CRCA Up	 C	CRCA Warning	
	1311	Code “P” Up	 P	CRCA Prep	gun/sound
	1314	Code “P” Down	 P		long horn
CRCA	1315	CRCA Down	 C	CRCA Start	gun/sound

TIME LIMIT: The length of the race divided by 2, expressed in hours.



SCORING: One (1) scored race is required to constitute a series. A boat's series score will be the total of all of her race scores, this changes RSS. CRCA fleet participants will be scored separately from the Non-Spinnaker and the A-C Spinnaker Fleet.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat's docking time, whichever is later. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Informal results will be announced at clubhouse following the race. Awards will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Sharps Island Race

DATE: July 13 **FEE:** \$45.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate.

RACE AREA: Mid Chesapeake Bay

STARTING AREA: Vicinity SMSA ‘B’ (# 3, FI G 2.5 sec)









CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between the RC and adjacent drop mark if the RC is on-station. If it is not, the line is defined when SMSA “B” bears 190 magnetic to starboard.

COURSE: Round [RW “CR” Mo(A) whist], located approximately 2 nmi WNW of Sharps Island Light, to **port**, then back to the finish line. The Cove Point Gas Docks restricted area must be honored as a keep out zone. The official distance is 38.9 nautical miles.

FINISH LINE: If RC is on station - between yellow flag on the RC boat and adjacent drop mark. If RC is **not** on station - boats are required to take their own finishing times when SMSA ‘B’ bears 120° magnetic to **port** and is within two overall boat lengths if the course was raced as described. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com by 1700 the day after the race.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

CLASS	TIME		FLAG	SIGNAL	SOUND
	1000	#5 Up		N Warning	gun/sound
	1001	Code “P” Up		N Prep	gun/sound
	1004	Code “P” Down			long horn
N	1005	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1006	Code “P” Up		A-C Prep	gun/sound
	1009	Code “P” Down			long horn
A-C	1010	#9 Down		A-C Start	gun/sound

TIME LIMIT: None

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be filed with the RC or submitted to the Keelboat Race Chair by 1700, the day after the race. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7.

Awards will be presented at annual banquet. Results will be posted on www.smsa.com



Out N Back Wednesday Night Fun Race

DATE: July 24 (1 stand-alone event) **FEE:** None **ENTRY DUE:** 1700 day before race

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats. Any SMSA Membership, PHRF cert not required. Out of town or visiting boats are encouraged to contact Keelboat Chair for exception and inclusion into the entry list. (SMSA race circular onboard encouraged)

RACE AREA: SMSA Patuxent River Race Area

CHECKING IN: Hail Sail Number, Boat Name, rating (if known) while close abeam or astern of RC boat to check-in (class flags not required).

STARTING LINE: Between a yellow flag along the waterfront with a recommended bearing to “Y” of 117 – 122 degrees if RC is on shore. If onshore RC is absent; between “Y” and the yellow bay marker ashore. With RC boat on-station; between yellow flag on the RC boat and “X”.

COURSE: Determined by RC using Patuxent River Race Marks

RC will select a distant mark based on prevalent condition such as “C”, “B” or “M”. This will be the “Out” Mark. The first boat around can take their own time, they are the line-honors winner of the “OUT” race with bragging rights. They will report having completed their rounding on CH 72. At this point the rest of the competitors may reverse course for the race “Back”.

RC will record order of finish and attempt to capture epic photos of the finish.

FINISH LINE: at SMSA “Y” as per SMSA GI 15; U.S. sailing prescription to Rule 34 (no RC boat) or between yellow flag on RC boat and “X”.

STARTING SIGNALS: In accordance with RRS 26 mod, Starting Races. **All classes start together... keep a look-out for the small boats!**

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>
	1825	#9 Up 	All Warning	gun/sound
	1826	Code “P” Up 	All Prep	gun/sound
	1829	Code “P” Down 		long horn
Fleet	1830	#9 Down 	All Start	gun/sound

TIME LIMIT: 2.0 hours.

SCORING: Boats will be scored for first leg (out) Winner, and order of finish (back).

PROTESTS: Protests will only be logged with RC if a boat has been damaged during racing (for insurance purposes only). Protest infractions are encouraged to be discussed in open forum at results. Formal/filed Protests will be heard at a later date. Protests must be filed within 1 hour of completion of race..

AWARDS & # BOATS STARTING: Results will be presented at clubhouse following the race. Results will be posted on www.smsa.com.



Mixed Couples Race

DATE: Aug 17 **FEE:** \$0.00 **ENTRY:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: Co-ed (male/female) race open to racing or cruising keelboats as well as dinghies. Provisional ratings should be requested from scorer. Boats will be scored by PHRF and Portsmouth. Only two people may sail the boat, but other people may be on-board and may serve as “Gofers/Cabana Boys/BBs” or galley hands, but they may not in any way assist in the sailing of the boat. Report start and finish times to the RC after finish.

RACE AREA: SMSA Patuxent River Race Area and mid Patuxent River

STARTING AREA: Vicinity Sandy Point

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close to starting area to be considered checked-in. If RC is on station, they’ll see you and respond.

STARTING TIME: The starting window will be between 10:00 am and 10:30 am. Each participant shall record his or her own time as defined by General Sailing Instructions. If RC is on station, notify them of your start so they are aware, but this is a non-protectable infraction if you don’t.

STARTING LINE: When Red #6A (Sandy Point) bears 40° off the bow within two boat lengths, or between #6A and RC boat if on station.

COURSE: Sandy Point “6A” to “18” off Battle Creek. Official course length is 10.40nm.

FINISH LINE: Red #18 off Battle Creek. Each boat shall record its own finish time in accordance with General Sailing Instruction 16 when Red #18 bears 070° off the bow and is within two boat lengths.

STARTING SIGNALS: None – Self-start between 1000-1030 with time recorded. If RC is on station, say hi.

TIME LIMIT: None

SCORING: PHRF rating may be used for scoring the racing (spin) keelboats, Portsmouth used for dinghies, and Cruisers may be assigned a provisional rating (if they care).

PROTESTS: Protests will only be logged with RC if a boat has been damaged during racing (for insurance purposes only). All other protesters will be told to relax a little. Protests must be filed within an hour of race finish.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7

Spin and non-spin. Results may be announced at raft-up following the race. Awards will be a crisp high five at the annual banquet. Results will be posted on www.smsa.com.



Hoooper/Point-No-Point Race

DATE: Oct 19 **FEE:** \$45.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate.

RACE AREA: Mid Chesapeake Bay

STARTING AREA: Vicinity of SMSA “B” (# 3, FI G 2.5 sec)

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

STARTING LINE: Between the yellow flag on the RC boat and adjacent drop mark, if the RC is on station. If RC is not on station, the line is defined when SMSA “B” (# 3, FI G 2.5 sec) bears 190 magnetic to starboard.

COURSE: Round Hooper Island Light and Point-No-Point Light to starboard, and to the finish line. If code flag “R” (red with yellow cross) is displayed on the committee boat, the course is to be sailed in reverse order with port roundings. SMSA ‘C’ (“1PR”, FI G 4 sec) is to be passed on channel side at all times. The official distance is 29.4nm. Federal exclusion zones must be avoided at all times.

FINISH LINE: If RC is on station - between yellow flag on the RC boat and adjacent drop mark. If RC is **not** on station boats will take their own finish times when SMSA ‘B’ bears 210° magnetic to **port** and is within two overall boat lengths. Each boat will remain in the vicinity of the finish up to 20 minutes to record the finish time of the next boat. Times must be reported to score@smsa.com 1700 the day after the race.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>		<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>
	1000	#5 Up		N Warning	gun/sound
	1001	Code “P” Up		N Prep	gun/sound
	1004	Code “P” Down			long horn
N	1005	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1006	Code “P” Up		A-C Prep	gun/sound
	1009	Code “P” Down			long horn
A-C	1010	#9 Down		A-C Start	gun/sound

TIME LIMIT: None

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be filed with the RC or submitted to the Keelboat Race Chair by 1700, the day after the race. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7

Awards will be presented at annual banquet. Results will be posted on www.smsa.com



Fall Invitational Race

DATE: Oct 20 **FEE:** \$25.00 **ENTRY DUE:** 1700 previous day

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have either a valid PHRF certificate (for PHRF Fleet), or ORR-ez certificate (for CRCA Fleet).

FLEET: Boats may choose to race either PHRF Fleet or CRCA Fleet based on the rating certificate they present to Race Committee at sign-up. RC will start a CRCA fleet (combined racer and cruiser) if 5 or more boats register for the event. If fewer than 5 boats, CRCA fleet will start along with PHRF Spinnaker. Notification will be made prior to start sequence by RC on the water.

RACE AREA: SMSA Patuxent River or Chesapeake Bay Race Area

STARTING AREA: Rendezvous with the RC boat in the vicinity of SMSA ‘B’ (# 3,FI G 2.5 sec). If conditions warrant, the RC boat will fly Code “L” and proceed to a better starting area.

CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat to be considered checked-in.

RADIO: Boats should monitor VHF 72 for courtesy communications from the Race Committee.













SCHEDULE: The scheduled time of the warning signal for the first race of the invitational is 1300. Additional races will be at the discretion of the race committee. The Race Committee will signal its intention to start another race by flying Flag “R” from the Signal Boat at the finish of a race. No warning signal will be made after 1530.

STARTING LINE: Between the RC boat yellow flag and adjacent mark.

COURSE: Determined by RC using SMSA Patuxent River or Chesapeake Bay Area Race Marks, drop marks or a combination. CBYRA requires a 5 mile course, with a 2knot average boat speed, for inclusion into CBYRA events.

FINISH LINE: Between the RC boat yellow flag and the adjacent mark.

STARTING SIGNALS: RRS 26, Starting Races. If a class does not race, the same starting sequence will be followed, as if the class were racing.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1300	#5 Up		N Warning	gun/sound
	1301	Code “P” Up		N Prep	gun/sound
	1304	Code “P” Down			long horn
N	1305	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1306	Code “P” Up		A-C Prep	gun/sound
	1309	Code “P” Down			long horn
A-C	1310	#9 Down		A-C Start	gun/sound
		CRCA Up		CRCA Warning	
	1311	Code “P” Up		CRCA Prep	gun/sound
	1314	Code “P” Down			long horn
CRCA	1315	CRCA Down		CRCA Start	gun/sound

TIME LIMIT: The length of the race divided by 2, expressed in hours.



SCORING: One (1) scored race is required to constitute a series. A boat's series score will be the total of all of her race scores, this changes RSS. CRCA fleet participants will be scored separately from the Non-Spinnaker and the A-C Spinnaker Fleet.

PROTESTS: Protests shall be lodged with the RC within one hour of either the finishing time of the last boat of the race or the RC boat's docking time, whichever is later. Protests will be heard at a later time.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7

Informal results will be announced at clubhouse following the race. Awards will be presented at the annual SMSA banquet. Results will be posted on www.smsa.com.



Fall & Spring Frostbite Races

DATES:

Fall 2024

Nov 3, 10, 17, 24

Spring 2025

Mar 9, 16, 23, 30

Fee

\$20/race

ENTRY DUE: 1700 day before first race for each series

SEND ENTRY TO: Keelboat Race Chair (see POC table)

ELIGIBILITY: All boats comply with US sailing “coastal” sailing requirements and have a valid PHRF certificate. All crew must wear PFDs.

Spin class will **only** be offered during the Fall Frostbite series.

RACE AREA: SMSA Patuxent River Race Area









CHECKING IN: Hail Boat Name, Sail Number, Class and rating while close abeam or astern of RC boat or via VHF on Ch 72 if RC is on shore to be considered checked-in. The RC will use VHF Channel 72 extensively especially if running race from shore.

STARTING LINE: Between yellow flag on the RC boat and “X” or between a yellow flag along the waterfront with a recommended bearing to “Y” of 117 – 122 degrees if RC is on shore.

COURSE: Determined by RC using Patuxent River Race Marks, drop marks, or a combination. Mark “K” must be the first mark if RC is on shore. It is encouraged that RC use the RC boat when possible.

FINISH LINE: Between yellow flag on RC boat and “X”, or between a yellow flag along waterfront with a recommended bearing to “Y” of 117 – 122 degrees if RC is on shore.

STARTING SIGNALS: RRS 26, Starting Races.

<u>CLASS</u>	<u>TIME</u>	<u>FLAG</u>	<u>SIGNAL</u>	<u>SOUND</u>	
	1300	#5 Up		N Warning	gun/sound
	1301	Code “P” Up		N Prep	gun/sound
	1304	Code “P” Down			long horn
N	1305	#5 Down		N Start	gun/sound
		#9 Up		A-C Warning	
	1306	Code “P” Up		A-C Prep	gun/sound
	1309	Code “P” Down			long horn
A-C	1310	#9 Down		A-C Start	gun/sound

TIME LIMIT: 2.0 hours. Any boat finishing 1 hour after the first boat in class will be scored DNF.

SCORING: PHRF Low Point scoring as described in SI section 20.

PROTESTS: Protests shall be lodged with the RC at SMSA clubhouse within one hour of the finish time of the last boat in class or at the time of RC arrival, whichever is later. Protests will be heard at a later date.

AWARDS & # BOATS STARTING: 1st/2; 2nd/5; 3rd/7

All classes will be scored and awarded separately. Awards to be presented at clubhouse following the race. Results will be posted on www.smsa.com. Series awards at annual banquet.



Race Management Instructions

Three Days In Advance:

- Confirm all RC personnel (minimum 4, Maximum 10) – make sure to include someone trained to drive
- Begin tracking the weather predictions
- Review the RC Equipment and RC Boat sections
- Reread pertinent sections of the following
 - SMSA General Race Instructions
 - Special SMSA Race Instructions for your event
 - The Racing Rules of Sailing - Part 3 – Conduct of a Race
 - If CBYRA event: Greenbook and CBYRA Yearbook
- Gather Equipment:
 - Hand Calculator and Laptop PC (if available)
 - Hand-held GPS (not required, but good back-up to boat's GPS)
 - Backup Supplies – pencils/scratch paper
- Contact the Keelboat Race Chair by telephone with any questions. See Keelboat Race Chair Contact Sheet.
- Fill out the RC Boat usage log before leaving the boat.

Day of the Race:

- For Wednesday Night Races, arrive at the boat by 1715, start the boat at the dock, allow it to warm up, and push off by no later than 1730.
- For Weekend Race Events, arrive at the boat 30 minutes before leaving the dock to allow for setup, starting, and warm up. Arrive at the boat at least 2 hours before the event's first start and leave dock 90 minutes before first signal (45 mins before published rendezvous time.)
- Check the weather report for the day. Bring a weather tracking device if available.
- Follow the RC Boat section. While the RC boat is warming up, follow the RC Equipment section and prepare the Flags as described in the Flags/Signals section.








RC Boat

- Located on “B” Dock, Zahniser’s Marina, Solomons. Keys to engine are in cabin on a hook next to the hatch. Please leave them there.
- This boat runs on DIESEL fuel and should always have sufficient fuel for the event (Race Committee Boat Captain or Race Chair responsibility). The Engine cooling raw water intake is always open. If you have any mechanical problems, call Race Committee Boat Captain, Race Chair or Vice Commodore; see the Contact Sheet for phone numbers. Zahniser’s Boatyard performs maintenance on the boat.
- Set the battery to “ALL.” Let the engine warm up for a few minutes before leaving or the engine will die when you put the boat into gear. Walking the boat out of the slip is highly recommended.
- Please remember to turn the battery to “OFF” when leaving the boat!!
- Inform the RC Boat Captain or the Keelboat Race Chair, See the Contacts Page, of any discrepancies on the RC Boat.
- Fill out the RC Boat usage log before leaving the boat.

Check RC Equipment:


- Check the RC Boat for sound operations and equipment. Flags and course markers are in a bag in the cabin.
- If available, the gun/sound is in the cabin in a black padded case. Race Circular, Horns, shotgun shells (if available), electric inflation pump, and other race items are in a box on the starboard side.

Flags & Signals:


- Inflate the Large Yellow race marks with the electric inflation pump provided. There should be a second inflator if the first is non-operational.
- A Back-up round orange fender (Hippity-Hop) may be used as a back-up in the event that the inflatable is damaged.
- Tie anchors to the race marks.
- Place “RC” & Yellow flag in flag holders on cabin top. Yellow flag should be in the holder with the starting/finish line string and should be on the start/finish side of the boat for the start/finish.
- Ready the Race Management Flags on the start-side of the boat
 - Code Flag “L” (come within hail/follow me). Raise when moving away from designated areas. Lower once anchored. 
 - Code Flag “AP” (postponement, red & white pennant) 
 - Code Flag “X” (individual recall, white & blue cross) 
 - Code Flag “1st substitute” (general recall, blue & yellow pennant) 
- Ready the Class Start Signals as required by the Event’s SIs.
 - Code flag “P” (Prep signal, Blue w/white square)
 - #5 pennant (Non-Spin/PHRF N, Blue and Yellow)
 - #6 pennant (PHRF B, Black and White)
 - #7 pennant (PHRF C, Red and Yellow)
 - #9 pennant (Spin-start/ PHRF A) 



Set the Start Line

- RC boat should always be on the proper hand side of the starting line based upon the direction of the wind and the first mark.
- Make sure “Yellow” starting line flag is set.
- Don’t rush...if you run into problems, raise the postpone signal instead of the first start pennant until you are ready.
 - Use 2 sounds for postponement along with “AP” (red/white pennant). 
 - Set the pin end of the start line, anchor the boat, set the course, then when ready, drop the postponement pennant with one long horn and begin the start sequence 1 minute later.

Weekend Events

- Proceed to the rendezvous SMSA “B” or “S”
- Check wind direction and strength.
- Select probable course and committee boat location.
- Set up in the start vicinity
- Use a drop mark as the pin. **Do not use “B”**
- If relocation is needed, hoist “L” and proceed to better starting area. 
- If a course change is needed, proceed to better starting area:
 - Fly code flag “L” - (follow me) if moving from start area
 - Set starting mark, if required.
 - If the first leg is going to be a beat, set committee boat anchor well to windward (approx 75 yards) of a line 90° (square) to the wind direction. The line should be 90° to the average wind direction, NOT 90° to the course. Adjust the anchor scope to fine tune the angle until the first warning signal, or after a postponement signal. Use of a hand-bearing compass will help.
 - If the first leg does not require tacking to get to the first mark, set the starting line 90° to the direction to the first mark.

Informal Race Series

- Attempt to have the RC boat anchored early enough to give boats time to check in.
- Set drop mark “X” using the Lat / Long positions as noted on the SMSA Patuxent River Race Mark table in the General SIs.
- Use the Bearings (magnetic) as listed in the General Sailing Instructions to the other marks to verify your location.
- Use of large inflatable drop marks is strongly encouraged.
- Anchor committee boat so starting line is square to FIRST COURSE MARK (either first Race mark or Sandy Point if racing to the bridge).



Boat Check-in

- Record the BOAT NAME, SAIL #, PHRF #, CLASS (A,B,C or NS), # of crew onboard.
- Classes are A, B, C and N for all races.
- All boats will declare their class intentions and will display the proper class pennant.

Determine, Set and Announce the Course

Weekend Events

- If wind is west or southwest, consider dropping a large inflatable drop mark for “W” approximately 1.5 miles directly to windward of desired starting area on the way out to the rendezvous spot.
- For days with multiple races scheduled, aim for two, two-hour races or to have more than two, set shorter course windward/leeward if possible. Plan to get your races in earlier when possible. Update your weather information when possible.
- Give NS class a shorter course whenever possible, so all competitors finish in close proximity. This is especially helpful on the first race of a multiple race day.

Wednesday Race Series

- Choose a course that will provide a beat during at least one leg of the race, and has an appropriate length for the evening’s conditions.
- Finish the race at “X” depending on wind conditions. A race can be shortened at any turning or shortening mark listed on the course or in the SIs.
- Once the course is determined, post it as soon as practical, when RC boat is anchored.
- Attach the letters to the boat to read left to right on the side of the RC boat away from the starting line. Red letters for port roundings, green for starboard roundings.



Start Sequence



- Recommendation: Drop postponement on the 4's or 9's of the clock to start sequence on a 5 minute interval for easier tracking – (ex. Drop “AP” at 1834 and start sequence at 1835 or drop “AP” at 1839 and start sequence at 1840)
- Monitor the angle of the starting line. Postpone using the “AP” and reset if the angle becomes poor. Consult with someone “on the water” if angle appears incorrect.
- Begin the starting signal sequence, following the SIs.
- Record the actual time of the start for each class.
- The starting line will be between a yellow flag on the RC boat and a designated adjacent mark, or as designated in the Race SIs.
Note: the start mark color does not matter. The start line is, as stated above, between the RC boat and the designated adjacent mark. Per RRS definitions, “Start: A boat starts when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.”

Over Early - Individual Recall



- For boats that are over early, as soon as possible set the individual recall flag, code flag “X”, white with blue cross, (with a sound signal, usually a horn held for ~3 seconds) and hail the sail number.
- When the boat(s) come back across start line, call sail # and “clear”. If boats do not re-start, lower flag at 4 minutes after that start. DO NOT lower or dip the individual recall flag when a boat clears. ONLY lower the flag when ALL boats have cleared the start or 4 minutes after start.

General Recall



- Use the Code flag “first substitute” (blue & yellow pennant) and 2 gun/ sounds within 15 seconds of start. The recalled class will start after all other classes have started using the last start flag and gun/ sound as their 5 minute warning signal.



During the Race

- After all starts; tally all classes on the race forms, record course and winds with speed and direction.
- Record course distance from the table in the race circular.
- Record all distances to hundredths of a mile.
- Enter individual boat corrections for distance.
- Watch for changes in the wind and weather
- Monitor the progress of the race:

Modifications to Racing

- **Shorten Course:** Shorten course if you have given a long course, the wind has lightened, and the race is still good.
 - Use Code flag “S” (white w/ blue square) and 2 gun/ sounds before first boat before reaches shortened finish line (~100 yards from finish). Also fly class flags of class to be shortened, if required. (i.e. Fly #5 for shortening of non-spin fleet only while allowing spin class to complete original course.) Recalculate the course distance and individual boat corrections.
- **Abandon Race: DO NOT SHORTEN** if the wind dies completely and no boats have finished. Better to abandon and restart if time allows
 - Signal “N”, with 3 gun/ sounds, (All races abandoned, further signals to be in the starting area). If the wind dies completely, prepare for a good race in the new wind, when it arrives. You can restart the race if only one race was scheduled (aka can you abandon and then restart a single race event) - ex: Wed night.
 - Signal “N” over “H” to abandon and note that further signals will be made ashore. This tells the fleet to go back to the harbor. Used when significant weather may occur and waiting for changes on shore is safer or better than waiting on the water for wind to fill in.
- **Change of Course:** when wind shifts significantly, and when the course is around stationary, non-moving marks, the option to change the route is available.
 - Use Code flag “C” and multiple short horn blasts to draw attention as boats pass mark. Display new compass bearing on chalk/white board. This should be done at the turning mark prior to the relocated, ‘new’ mark. Recalculate the course distance and individual boat corrections.





Set the Finish Line

- Reposition RC Boat at finishing mark, if required. The finish line is usually shorter than the starting line, but don't make extra work for yourself if the wind holds. Attempt to position finish line 90° to wind direction for an upwind or downwind finish, or 90° from last mark if a reach leg finish (it is recommended to have an upwind or downwind finish when running windward/leeward type courses.)
- For the first race on multiple race days it is recommended to use the same mark for starting and finishing, facilitating quicker starting of the second race.
- The finish line will be between a yellow flag on the RC boat and a designated adjacent mark, or as designated in the Race Slis.
Note: the finish mark color does not matter. The finish line is, as stated above, between the RC boat and the designated adjacent mark. Per RRS definitions, "Finish: A boat finishes when, after starting, any part of her hull crosses the finishing line from the course side. "

Finish

- SPOTTER - Calls sail numbers as boats approach the finish line.
- SIGHTER - Calls sail numbers and over when hull crosses the finish line.
- TIMER - Calls time out when a boat is called "over"
- RECORDER - Records finish times for each boat.
- SOUNDER - Signals with a gun/sound for the first in class "over" and sound (horn) for rest of that class.
- PROTEST RECORDER - Records finishers flying a protest, any penalty flags (code flag "I"), or oral intentions to protest.

On Return to Dock

- Return RC Boat to its slip.
- Turn the battery to "OFF" when leaving the boat!!
- Fill out the RC Boat usage log before leaving the boat.
- Inform the RC Boat Captain or the Race Chair of any discrepancies or supply shortages on the RC Boat. Include this list when submitting the race results. See the Contacts Page.
- Be available to accept protests at location designated in Special Slis.
- Report any protests filed to the Keelboat Race Chair and/or Scorer IMMEDIATELY either via email or phone. See the Contacts Page.
- Email results to and/or call the Keelboat Race Chair and/or Scorer to make arrangements to drop off results and any pending protest paperwork. See the Contacts Page.
- On days with a scheduled full or mini-rendezvous at the SMSA Clubhouse, make every attempt to announce provisional results. Competitors will be happy to help compute them.



After Race

- Coordinate with Keelboat Race Chair for awards.
- It is recommended to use a PC to compute race results using the ClubSpot online scoring system.
- Email raw results and notes with times to the Keelboat Race Chair and Scorer. See the Contacts Page.
- THE LOWEST CORRECTED TIME GETS FIRST PLACE, etc.



Protests, Hearings, Misconduct and Appeals

The following referenced sections, numbers, and appendix all refer to the World Sailing "Racing Rules of Sailing 2021-2024"

Section A - Protests

60. RIGHT TO PROTEST AND REQUEST REDRESS:

60.1. A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in or saw the incident; or
- (b) request redress.

60.2. A race committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other interested party or of information in an invalid protest;
- (b) request the protest committee to consider giving redress; or
- (c) report to the protest committee requesting action under rule 69.1(a).

60.3. A protest committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other interested party, except under rule 61.1(c), nor as a result of information in an invalid protest;
- (b) consider giving redress; or
- (c) act under rule 69.1(a).

61. PROTEST REQUIREMENTS:

61.1. INFORMING THE PROTESTEE

(a) A boat intending to protest because of an incident occurring in the racing area that she is aware of shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag either until she finishes or retires, or, if the incident occurs near the finishing line, until the race committee acknowledges seeing her flag. In all other cases she shall inform the other boat as soon as reasonably possible.

(b) A race committee or protest committee intending to protest a boat under rule 60.2(a) or rule 60.3(a) because of an incident it observes in the racing area shall inform her after the race within the time limit determined by rule 61.3. In all other cases it shall inform her as soon as reasonably possible.

(c) During the hearing of a valid protest, if the protest committee decides to protest a boat that was involved in the incident but is not a party to that hearing, it shall inform the boat as soon as reasonably possible of its intention and of the time and place of the hearing.

61.2. PROTEST CONTENTS

A protest shall be in writing and identify:

- (a) the protestor and protestee;
- (b) the incident, including where and when it occurred;
- (c) any rule the protestor believes was broken; and
- (d) the name of the protestor's representative.

Provided the written protest identifies the incident, other details may be corrected before or during the hearing



61.3. PROTEST TIME LIMIT

A protest by a boat, or by the race committee or protest committee about an incident the committee observes in the racing area, shall be delivered to the race office no later than the time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race finishes. Other race committee or protest committee protests shall be delivered to the race office within two hours after the committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

62. REDRESS:

- 62.1. A request for redress shall be based on a claim that a boat's finishing place in a race or series has, through no fault of her own, been made significantly worse by
- (a) an improper action or omission of the race committee or protest committee,
 - (b) physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear,
 - (c) giving help (except to herself or her crew) in compliance with rule 1.1, or
 - (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b).
- 62.2. The request shall be made in writing within the time limit of rule 61.3 or within two hours of the relevant incident, whichever is later. No protest flag is required.



Section B - Hearings and Decisions

63. HEARINGS

63.1. REQUIREMENT FOR A HEARING:

A boat or competitor shall not be penalized without a hearing, except as provided in rules 30.2, 30.3, 67 and A1.1. A decision on redress shall not be made without a hearing. The protest committee shall hear all protests that have been delivered to the race office unless it approves a protestor's request to withdraw the protest.

63.2. TIME AND PLACE OF THE HEARING

All parties to the hearing shall be notified of the time and place of the hearing, the protest or redress information shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

63.3. RIGHT TO BE PRESENT

(a) The parties to the hearing, or a representative of each, have the right to be present throughout the hearing of all the evidence. When the protest claims a breach of a rule of Part 2, Part 3 or Part 4, the representatives of boats shall have been on board at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.

(b) If a party to the hearing does not come to the hearing, the protest committee may nevertheless decide the protest. If the party was unavoidably absent, the committee may reopen the hearing.

63.4. INTERESTED PARTY

A member of a protest committee who is an interested party shall not take any further part in the hearing but may appear as a witness. A party to the hearing who believes a member of the protest committee is an interested party shall object as soon as possible.

63.5. VALIDITY OF THE PROTEST

At the beginning of the hearing the protest committee shall decide whether all requirements for the protest have been met, after first taking any evidence it considers necessary. If all requirements have been met, the protest is valid and the hearing shall be continued. If not, it shall be closed.

63.6. TAKING EVIDENCE AND FINDING FACTS

The protest committee shall take the evidence of the parties to the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident may give evidence. A party to the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them.

63.7. PROTESTS BETWEEN BOATS IN DIFFERENT RACES

A protest between boats sailing in different races conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

64. PROTEST DECISIONS

64.1. PENALTIES AND EXONERATION

(a) When the protest committee decides that a boat that is a party to the



hearing has broken a rule, she shall be disqualified unless some other penalty applies. A penalty shall be imposed whether or not the applicable rule was mentioned in the protest.

(b) When as a consequence of breaking a rule a boat has compelled another boat to break a rule, rule 64.1(a) does not apply to the other boat and she shall be exonerated.

(c) If a boat has broken a rule when not racing, her penalty shall apply to the race sailed nearest in time to that of the incident.

64.2. DECISIONS ON REDRESS

When the protest committee decides that a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A4 for some examples) or finishing times of boats, to abandon the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before abandoning the race, the protest committee shall take evidence from appropriate sources.

64.3. DECISIONS ON MEASUREMENT PROTESTS

(a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.

(b) When the protest committee is in doubt about the meaning of a measurement rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.

(c) When a boat disqualified under a measurement rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat, but will be disqualified if she fails to appeal or the appeal is decided against her.

(d) Measurement costs arising from a protest involving a measurement rule shall be paid by the unsuccessful party unless the protest committee decides otherwise.

65. INFORMING THE PARTIES AND OTHERS

65.1. After making its decision, the protest committee shall promptly inform the parties to the hearing of the facts found, the applicable rules, the decision, the reasons for it, and any penalties imposed or redress given.

65.2. A party to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee within seven days of being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.

65.3. When the protest committee penalizes a boat under a measurement rule, it shall send the above information to the relevant measurement authorities.

66. REOPENING A HEARING

The protest committee may reopen a hearing when it decides that it may have



made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule F5. A party to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

67. RULE 42 AND HEARING REQUIREMENT

When so stated in the sailing instructions, the protest committee may penalize without a hearing a boat that has broken rule 42, provided that a member of the committee or its designated observer has seen the incident. A boat so penalized shall be informed by notification in the race results.

68. DAMAGES

The question of damages arising from a breach of any rule shall be governed by the prescriptions, if any, of the national authority.



Section C - Gross Misconduct

69. ALLEGATIONS OF GROSS MISCONDUCT

69.1. ACTION BY A PROTEST COMMITTEE

(a) When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a rule or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.

(b) A protest committee of at least three members shall conduct the hearing, following rules 63.2, 63.3, 63.4 and 63.6. If it decides that the competitor committed the alleged misconduct it shall either

(1) warn the competitor or

(2) impose a penalty by excluding the competitor, and a boat when appropriate, from a race, or the remaining races of a series or the entire series, or by taking other action within its jurisdiction.

(c) The protest committee shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the boat owner.

(d) If the competitor has left the venue and cannot be notified or fails to attend the hearing, the protest committee shall collect all available evidence and, when the allegation seems justified, make a report to the relevant national authorities.

(e) When the protest committee has left the event and a report alleging misconduct is received, the race committee or organizing authority may appoint a new protest committee to proceed under this rule.

69.2. ACTION BY A NATIONAL AUTHORITY

(a) When a national authority receives a report required in rule 69.1(c) or rule 69.1(d), or a report alleging a gross breach of a rule or of good manners or sportsmanship or conduct that brought the sport into disrepute, it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor or boat, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending ISAF eligibility under rule K3.1(a).

(b) The national authority of a competitor shall also suspend the ISAF eligibility of the competitor as required in rule K3.1(a).

(c) The national authority shall promptly report a suspension of eligibility under rule 69.2(a) to the ISAF, and to the national authorities of the person or the owner of the boat suspended if they are not members of the suspending national authority.

69.3. ACTION BY THE ISAF

Upon receipt of a report required by rules 69.2(c) and K4.1, the ISAF shall inform all national authorities, which may also suspend eligibility for events held within their jurisdiction. The ISAF Executive Committee shall suspend the competitor's ISAF eligibility as required in rule K3.1(a) if the competitor's national authority does not do so.



Section D - Appeals

70. RIGHT OF APPEAL AND REQUESTS FOR INTERPRETATIONS

- 70.1. Provided that the right of appeal has not been denied under rule 70.4, a protest committee's interpretation of a rule or its procedures, but not the facts in its decision, may be appealed to the national authority of the venue by
- (a) a boat or competitor that is a party to a hearing, or
 - (b) a race committee that is a party to a hearing, provided the protest committee is a jury.
- 70.2. A protest committee may request confirmation or correction of its decision.
- 70.3. A club or other organization affiliated to a national authority may request an interpretation of the rules, provided no protest that may be appealed is involved.
- 70.4. There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix Q. Furthermore, if the notice of race and the sailing instructions so state, the right of appeal may be denied provided that
- (a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (a national authority may prescribe that its approval is required for such a procedure),
 - (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction, or
 - (c) a national authority after consultation with the ISAF so approves for a particular event, provided the jury is constituted as required by Appendix Q, except that only two members of the jury need be International Judges.
- 70.5 Appeals and requests shall conform to Appendix F.

71. APPEAL DECISIONS

- 71.1. No interested party or member of the protest committee shall take any part in the discussion or decision on an appeal or a request for confirmation or correction.
- 71.2. The national authority may uphold, change or reverse a protest committee's decision, declare the protest invalid, or return the protest for a new hearing and decision by the same or a different protest committee.
- 71.3. When from the facts found by the protest committee the national authority decides that a boat that was a party to the hearing broke a rule, it shall penalize her, whether or not that boat or that rule was mentioned in the protest committee's decision.
- 71.4. The decision of the national authority shall be final. The national authority shall send its decision in writing to all parties to the hearing and the protest committee, who shall be bound by the decision.