

San Francisco Model Yacht Club Spreckels Lake Freesail Yacht Racing Rules

These Spreckels Lake Freesail Racing Rules (Racing Rules) are established for the government of freesail model yacht racing by the San Francisco Model Yacht Club (SFMYC) on Spreckels Lake. These rules are not applicable to radio control model yacht racing, for which one is directed to the American Model Yachting Association (AMYA). These rules differ significantly from those used for freesail racing in England, and some of the more important differences are noted in parenthesis. Several of these rules were crafted to specifically address conditions of wind or lake configuration unique to Spreckels Lake and would not be applicable to freesailing at other lakes. "Spreckels only" rules would include the 1:00 p.m. start time (II a), the push given to leeward board starts (IV d), and the sequential starts used for windward boards (IV e).

These Racing Rules are established to promote equitable competition. It is essential that every participant in a race shall acquaint himself with and abide by these rules.

Basically, the rules demand that a yacht shall sail over the course without acceleration imparted by her handler, and this with subsidiary principles, set a pattern where penalties and re-sails are involved. Common sense in the interpretation of these Racing Rules is but an extension of these principles.

I. Lake Sailing Rules

- (a) It shall be the duty of the Freesail Squadron Officer (FSO) to apply and interpret the Racing Rules and to decide any and all protests. In the absence of the FSO, the participants may resolve protests by a majority vote, but in no case shall the decision of the FSO or the majority vote of the participants present at any competitive event constitute a change to the Racing Rules. Reference to the FSO herein shall also mean a majority of the participants present whenever the FSO is not present.
- (b) In the event an incident occurs which is not covered by the Racing Rules, the M.Y.R.A.A. Pond Sailing Rules may be referred to for guidance. However, if a discrepancy exists between these Racing Rules and the M.Y.R.A.A. rules, the former shall apply.

II. Readiness for a Punctual Start

- (a) Participants will sign in by 12:50 if a club member wishes to participate in the race of that day. All yachts will be ready at the start line, ready to race, no later than 1:00 p.m.
- (b) Postponement of a regatta due to weather conditions shall be decided by the FSO. The FSO shall cancel or reschedule the regatta.
- (c) A race event must have three or more yachts participating to be considered official. An event with insufficient numbers may be cancelled or rescheduled at the discretion of the FSO.

III. Sequence of the Regatta

- (a) Regattas shall be conducted in round robin fashion, with yachts racing in pairs or threes, each yacht meeting every other yacht in the regatta for a leeward (running) Board and a windward (beating) Board, herein referred to as a Round.
- (b) If in the judgment of the FSO, a complete round robin pairing cannot be completed due to a large number of participants or very light wind conditions, the FSO shall announce prior to the start of competition either:
 - 1.) A partial round robin with pre-selected pairings for a given number of rounds, or
 - 2.) A complete round robin but with competitors starting in threes rather than pairs.
- (c) If raced in threes, the order of sailing shall be as listed in the M.Y.R.A.A. handbook, read out to all participants prior to the start of the regatta.
- (d) In the event a regatta must be stopped after competition has begun, the FSO shall cancel or reschedule the regatta. Rescheduled regattas shall be started over, not continued from where the original regatta left off.

IV. Stations and Starting

- (a) Starting positions are marked at lakeside.
- (b) Starters on leeward Boards (the Run) shall start simultaneously, at adjacent starting positions.
- (c) Starters on leeward Boards shall alternate positions after the completion of a round. Competitors returning for a restart on leeward Boards shall alternate starting positions.
- (d) On a leeward Board start, a yacht may be pushed off by hand or pole, provided the force of such push does not put the sails aback. (Not in England. No pushing is permitted).
- (e) On windward Boards (the Beat), there is only a single starting position. Competitors start sequentially, with the boat losing the leeward Board starting the windward Board first, and the winner of the leeward Board starting last. As each boat starts, the next boat is moved up to the starting position and is held until the boat ahead has traveled two boat-lengths before releasing. (Not in England. Beats are started simultaneously, from adjacent positions).
- (f) In the event of a restart on a windward Board, the yachts do not alternate positions as they would for a leeward Board. They start in the same order as before.
- (g) On windward Boards, both yachts must start on the same tack, with sails filled. The first boat to start may choose the tack.
- (h) On windward Board starts, no push off or acceleration by pole or hand is allowed. Boats may not be lifted above their normal waterline before releasing.
- (i) When sailing in threes, for both leeward and windward Boards, any restarts must include all three yachts even if the reason for the restart involves only one or two of the yachts.

V. Handling Yachts

- (a) Only the Skipper may handle or pole his yacht, or make a re-trim adjustment. For the purposes of this rule, any repairs to broken equipment necessary for the Skipper to continue racing will not be considered a re-trim. (The English sail with a Mate, positioned on the opposite bank, who is authorized to handle and re-trim the yacht).
- (b) The Skipper's feet must remain stationary while tacking, jibing, or re-trimming his yacht.

- (c) Whenever a yacht is being tacked or jibed by either pole or hand, or restarted after a re-trim, her way must not be accelerated by the Skipper.
- (d) A re-trim constitutes an adjustment of the standing rigging, the running rigging, and/or the steering controls. A jibe or a tack constitutes a re-trim. A re-trimmed yacht shall be allowed to sail away by pole or hand with no imparted acceleration.
- (e) A turning yacht is not considered to have tacked or jibed until the mainboom has swung over centerline and the mainsail has filled on the other side. Actions of the jib alone are not enough.
- (f) On a windward Board (Beat), a yacht touching the shore or coming ashore must be either tacked with sails full and drawing or re-trimmed or set on a course parallel to the start-finish line. When this need arises within two boat lengths of the finishing line, she may not be redirected as to use her momentum to cross the line without her sails definitely filling in the maneuver.
- (g) On a leeward Board (Run or Reach), a yacht touching the shore by mainboom or spinnaker pole is not obligated to re-trim. If the hull contacts the shore, a re-trim is required except as allowed by rule (h) 2.) below. A jibe is a re-trim. (The English require a re-trim for all forms of contact with shore. Rule (h) below is completely excluded).
- (h) Pushing a yacht, by pole or hand, sideways from shore or heading her off to obtain an offing without effecting a tack or jibe is prohibited except in two cases:
 - 1.) A windward (beating) yacht may be turned until its course is parallel to the start-finish line and released even if it's sails have not tacked. (Not allowed by the English).
 - 2.) A leeward (running) yacht may be turned from shore by pole or hand, without a re-trim or jibe, up to three times. On the fourth time, the yacht must be jibed or re-trimmed and allowed to sail away with no imparted acceleration by pole or hand. (The English require the yacht to be stopped by hand and re-trimmed at every contact with shore).
- (i) A tacking, jibing, or re-trimmed yacht may be held back and must be to prevent collision and disqualification if the collision takes place within four boat lengths of the course sailed by either yacht.
- (j) A yacht may be tacked or jibed by turning her about by hand or by pole placed against the near side of the yacht, forward of the mast and between the deck and waterline. After turning, the yacht may be steadied on her course by placing the pole against the lee stern quarter of the yacht between the deck and the waterline. On no occasion may a boat be accelerated by hand or pole, except as permitted at the start of a leeward Board by Rule IV (d).
- (k). At no time may the pole touch the deck of a racing yacht except for the purpose of bringing it to a full stop. The pole must not be used to draw a slow or stationary yacht in to shore. Such an action constitutes accelerating the yacht.

VI. Poles, Changing Equipment and Rigging

- (a) Poles shall not exceed five feet six inches in length. They may be equipped with rubber tips. Tape or padding may not extend more than ten inches up from each tip.
- (b) Sails may be changed at any time provided such change complies with the rating rules of the class. Complete rigs of spars, if within the rating limits, and sails of same or less than maximum rated areas, may be substituted at any time.
- (c) A skipper is not obligated to use the same steering gear(s) throughout a regatta.

- (d) No yacht shall be allowed to start a Round unless she is equipped with an effective bumper on her bow.

VII. Collisions and Fouls

- (a) Failure to conform to any clause in these Racing Rules shall entail disqualification for the Board in progress, the points awarded to the other competitor. If a sailor should foul one of his competitors while sailing by threes, he shall forfeit his points to that sailor but remain in good standing with respect to the third sailor. If the fouled yacht has been materially disadvantaged with respect to the third sailor, he may request a re-sail with the third sailor alone, but only if meeting the requirements of Rule VII (e) below.
- (b) A yacht disqualified due to an alleged infraction of any rule may appeal to the FSO for judgment, but must complete the Board in question or else forfeit the right of appeal.
- (c) Tacking, jibing, and restarting of a yacht shall not be done so as to involve a risk of immediate collision.
- (d) A yacht sailing has the right of way over a yacht leaving shore. If a collision between competitors occurs within four boat lengths of either yacht's course, the yacht leaving shore shall be disqualified.
- (e) If a collision occurs between non-competing yachts a re-sail is allowed only if the yacht requesting it had a reasonable chance of winning the Board in question, and only if the skipper has not violated the Racing Rules during the Board, nor will it be allowed unless claimed before the start of the next Board.
- (f) If a windward competing pair collide within four boat lengths of the start of the windward Board, the pair may restart if one yacht promptly requests such.
- (g) If a leeward competing pair collide within four boat lengths of the start of the leeward Board, the pair may restart if one yacht promptly requests such. They must exchange starting positions.
- (h) If competing yachts collide beyond four boat lengths from shore, either may request a re-sail of the Board, provided that such request is made promptly.
- (i) If two yachts collide coming ashore together, either may request a re-sail.
- (j) A competing yacht may only request a re-sail if it has not violated the Racing Rules during the Board, and only if the request is made promptly after the incident in question.
- (k) If two competing yachts collide while sailing a Board in groups of three, any re-sail of the Board shall include all three yachts, except if one of the yachts has violated the Racing Rules as in VII (a) above, it shall be excluded from the re-sail. Notwithstanding such exclusion, any points awarded such a yacht by virtue of its beating the boat not involved in the incident will stand.
- (l) A request for re-sail is compulsory and a refusing yacht shall forfeit all points for that Board to its competitor, except for Rule VIII (c) below.

VIII. Disabled Yachts

- (a) If a yacht is not ready when called upon and misses one full Round (both Boards), she shall be considered a non-finisher (DNF) and all points for and against her shall be deleted from the regatta.

- (b) If a yacht is disabled during a Board, but is expected to be able to re-enter competition for the next Round, her competitor(s) must successfully complete the Board alone in order to claim any points for the win.
- (c) No yacht is obligated to re-sail a Board on account of the disablement of its competitor unless the re-sail is mutually agreed upon.

IX. Scoring

- (a) Scores shall be counted in points as follows: for a win of a leeward Board (Run), 2 points for each yacht beaten. For a win of a windward Board (Beat), 3 points for each yacht beaten.
- (b) A yacht will have finished when any part of her hull or gear has crossed the finish line.
- (c) In the event two yachts cross the finish line in a tie, the points of that board shall be divided equally.
- (d) The winner of the regatta is determined by adding up all of the points earned from all Rounds, with no throw-out, excluding all points scored for or against any DNF yacht(s).
- (e) In the event of a tie score at the end of the regatta, the winner of the windward Board (Beat) between the tied boats shall be the winner of the two boats.
- (f) In the event of a three-way tie, the first tiebreaker shall be the winner of the windward Boards (Beat) between the tied boats. If this is unsuccessful, the second tiebreaker is the winner of the leeward Boards (Run) between the tied boats. If this is unsuccessful, the third tiebreaker is the total number of beats won against all competitors in the regatta. If this is unsuccessful, the winners shall be chosen by drawing lots.
- (g) Sailors in all six regular season class regattas shall also earn championship points, which are compiled at the end of the season to determine the Season Champion in each class of yacht for that year. Season Championship points are accumulated from all six regular season races with one throw-out. In the event that one or more races are cancelled, then all races held will be counted with no throw-out. Class Invitationals and the Skipper's Cup Regatta shall not count toward the Season Championship.
- (h) Season Championship points are awarded as follows: one point earned for each boat beaten in a regatta, plus one point for yourself. A DNF will count one point. A DNS will count zero points.
- (i) The tiebreaker in Season Championship points shall be the order of finish between the tied boats in the last race of the season. If one of the tied boats did not participate in the last race, that boat shall be deemed to have lost to the tied boat. If neither of the tied boats participated in the last race, then the next-to-the-last race is used as the tiebreaker.

- Rules adopted by SFMYC Freesail Squadron, August 9, 2003
- Updated with clarifications, and rules pertaining to three-boat starts and season championship points, by FSO Mike Stobbe, April 20, 2010.

