



MAST

Summer Racing Series - 2009

**Notice of Race (NOR)
Sailing Instructions (SI)
Committee Boat Duties**

www.mastracing.org

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1.0 WELCOME TO THE 2009 MAST RACING SEASON

1.1 Preface

This is the twenty-Second edition of our racing guide presented to all MAST racing members to acquaint them with the racing rules and procedures to be used this season. It is also used to provide information to interested Milwaukee area yacht owners, and members of McBoat, the Milwaukee Community Sailing Center, South Shore Yacht Club, and the Milwaukee Yacht Club who wish to participate in our Friday Night Racing Series. Additional copies are available from our Race Committee or can be viewed and downloaded from our website. (<http://www.mastracing.org>)

Included in this one document are:

General Mast Information

The Notice of Race

The Sailing Instructions

Committee boat Duties.

1.2 Introduction

MAST racing is structured to allow a safe and supportive environment for sailors and families who want to try their hand at racing. We race every Friday night in the waters just outside the Milwaukee WI breakwater. Our emphasis is on learning and having fun.

Our format consists of three specific race courses:

(a) Windward /leeward with 1 nm legs

(b) Out and back to the green bell buoy just south of Milwaukee Harbor (i.e. the “Medium Distance Race”)

And

(c) Starting line to the green bell buoy to the Milwaukee Yacht Club (MYC) race mark to the finish line. The finish line is always directly adjacent to the starting line. (i.e. the “Triangle”)

We rely on ‘racer-volunteers’ to serve as Committee Boats for one race during the summer. Skippers and crew are encouraged to sail on yachts other than their own, so as to exchange ideas, and get to know each other. While our races are hard fought, our goals are to avoid the kind of aggressive sailing that threatens the safety of our boats and their crews.

In tandem with these thoughts, let us respectfully request and remind our racers to always keep a look-out /hailer; that sailing into dangerous situations regardless of rights must be avoided. Please report any problems to the Race Committee. Repeat offenders will be asked to improve their sportsmanship or find a more competitive racing venue. Remember that a lot of beginners will be sailing with us. Therefore, please assume that some may be sailing with less knowledge of the rules than you may have. Give them way. Let's have a safe, spirited and friendly racing season.

In order to attract new members, we will make available an experienced crew member for new boats that have concerns about racing for their initial races. Please contact Glyn Livermore (race chairman) or one of the race committee members prior to the race day.

Good Luck in 2009
MAST Race Committee

2.0 Notice of Race

2.1 Organizing Authority and Key Dates

2.1.1 Organizing Authority

Members of MAST (Mid-West Area Sail and Trail) will represent the MAST Club as the Organizing Authority of the MAST 2009 Summer Race Series.

2.1.2 Key Dates

The first race will be Friday, May 29, 2009. The last race will be Friday, September 11, 2009 unless a make up race is necessary. If a make up race is necessary it will be held Friday, September 18, 2009. The MAST Fall Regatta will be held Saturday, September 19, 2009

2.2 Rules

2.2.1 Governing Rules

The Race shall be governed by:

- a. The Racing Rules of Sailing (RRS) 2005-2009 and USSAILING Prescriptions 2005-2009.
- b. ISAF Offshore Special Regulations 2009/9 of the International Sailing Federation for Category 4 Monohull Sailboats safety equipment is strongly encouraged. Free copies of these regulations are available for download at <http://www.sailing.org>.

2.2.3 Jury

MAST does not use a jury process. All protests will be heard and adjudicated by the race chairman.

2.3 Responsibilities of Person-In-Charge and Crew

- a. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, its officers, members, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.
- b. As used in the Notice of Race and the Sailing Instructions, the term "Person-in-Charge" means the person who is designated on the Entry Form as the Person-in-Charge and who is in charge of the boat, whether or not the owner.
- c. The safety of a boat and its crew is the sole and inescapable responsibility of the Person-in-Charge, who must assure that the boat is fully sound, thoroughly seaworthy and sailed by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. The Person-in-Charge must be satisfied with the soundness of the hull, spars, rigging, sails and all gear. The Person-in-Charge must assure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. Neither the acceptance of a Crew List, the establishment of equipment or safety requirements nor an inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Person-in-Charge.

2.4 Conduct

The Person-In-Charge shall be responsible for the conduct of the crew before, during and after the Race. In the event of a serious misconduct, destruction of property or failure to comply with a reasonable request of the Race Committee the Race Committee may request that a Jury act under RRS 69.1.

2.5 Advertising

Advertising on a boat shall comply with the requirements of ISAF Regulation 20 (ISAF Advertising Code) for Category A. A copy of this code is available for free at <http://www.sailing.org>

2.6 Eligibility

Although MAST reserves the right to limit the number of entries in each division, the MAST 2009 Summer Race Series is open to all monohull sailboats that have registered with MAST and paid the appropriate fee. Boats should be of a seaworthy type construction appropriate for sailing in the waters within 4 nautical miles of the “center gap” of the break wall in the Outer Harbor/Lake Michigan at Milwaukee WI. All boats are encouraged to be equipped with the safety equipment as described in ISAF Offshore Special Regulations 2009/9 of the International Sailing Federation for Category 4 Monohull Sailboats.

2.7 Communications

A yacht shall neither make nor receive special radio transmissions, cellular phone calls, or other wireless communications, while racing not available to all yachts. The race committee and racing yachts will monitor VHF channel 79.

If you are unable to finish a race, notify the Committee Boat (channel 79). Remember that the Committee Boat is waiting for you to cross the line (until 9:00 p.m. on Friday nights, except where noted).

2.8 Whisker Poles

- a. Whisker poles or spinnaker poles that attach to the mast are allowed. Other poles (boat-hooks etc.) that are continuously hand held are also allowed. The pole must be applied to the clew of the headsail or the sheet near the clew. Crew tending whisker poles are reminded to wear PFD's and to not lean out over the lifelines.
- b. Length of Spinnaker or Whisker Pole: Any length pole is allowed.
- c. Limitations on Use of Spinnaker or Whisker Pole – none – this is a change from the 2007 racing season.
- d. Limitations on Use of Other poles: Deck equipment items with long handles (yacht-hooks, deck brushes, etc.) are allowed.
- e. Poles that are hand-held and applied only at the clew of the headsail or the sheet, near the clew may be employed on EITHER the same or opposite side as the main boom.
- f. Poles or outriggers attached anywhere but the mast, are NOT allowed.

2.9 Spinnakers

Spinnakers, and cruising spinnakers flown from a pole, are not allowed in MAST races, except where noted. Reachers and other light air headsails that attach to the forestay and can be rated as genoas are allowed. Asymmetric spinnakers that exceed 160% of “J” are considered in the same category as symmetric spinnakers.

When spinnakers are allowed in specific races, a yacht wishing to use a spinnaker must advise the committee boat prior to their start. A time-on-time penalty will apply in these cases. Not confirming with the race committee will incur an additional 5 minute penalty.

2.10 Sailing Instructions and Schedule of Events

The sailing instructions are attached to this manual. Scheduled races take place each Friday Night during the season. First warning is at 6:15 PM Central Daylight Time. The schedule for the Almost Fall Regatta will be announced on the MAST Web Site at <http://www.mastracing.org>

2.11 Venue

The venue is the waters of Lake Michigan directly adjacent to Milwaukee Harbor, Milwaukee WI. At the discretion of the committee boat a course may be set up inside the breakwall.

2.12 Course

The course will be selected for each race in the series from one of the three courses described in the sailing instructions. The instructions also contain the dates for each course to be used. Committee boat has the right to modify the course if conditions require.

2.13 Scoring

- a. The fleet will be scored three separate divisions, 1, 2 and GP. Placement in either depends upon a yacht's adjusted PHRF rating, and is determined by the race committee. (Spinnaker Ratings are used, although spinnaker use is prohibited except during specified races). The groupings for the divisions are determined prior to the first race based on the boat entered. The objective is to balance the size and relative handicaps of the boats in each division. Contact the Race Committee if you are unsure of your division or need a handicap assignment. Yachts without a valid PHRF handicap will be assigned a handicap based on sister ships registered with the LMPHRF database, or similar source. If no similar handicapping data is available, a handicap will be assigned on the basis of the best judgment of the Race Handicapper. Note: Score sheets display only to seconds but in the event of a tie the calculation is more accurate.
- b. For purposes of clarification, MAST uses 'Spinnaker' handicaps. Available data bases do not provide sufficient information to fairly handicap all yachts in our fleet, with 'non-spinnaker' handicaps.

This is an explanation of how the current MAST handicapping system was selected, how it works, and what some of the criteria were for choosing it. We have a wide variety of yachts in MAST racing, a wide variety of racing experience and some different perspectives on what MAST racing is supposed to be. Some folks are experienced racers, others are just starting out and learning how to race, and still others are just out to enjoy a competitive and friendly evening on the water with their family and friends. One of the race committee's jobs was to come up with a scoring system that would encompass all these differences, and provide competitive racing throughout the season.

In 1996, a number of different groups were contacted via the Internet to see how they were scoring their club racing. That information and the MAST racing data from that year were entered into a spreadsheet. The idea was to look at different scoring systems to see how they would affect the results from that year. Evaluations were made of straight PHRF ratings with no change, the 9-6-3-0-2 system that we ended up choosing, as well as systems with smaller and larger modifications. Overall, there was no difference in the results until you went to very large modifications. Other folks had reported similar findings, and the reason is that most racing at the club level is not that close. The average margin of victory is 1 - 2 minutes and gets larger as the wind gets less. It takes a large rating modification to change the outcome of a race.

Having done that, we felt we could be somewhat flexible in choosing a system. We wanted to encourage the folks who race 'for fun' as well as those new to racing to come out every week and race. At the same time we wanted to present a sufficient challenge to those who were experienced racers to do their best. Since everyone who races enjoys the competition, it was also important for the program as a whole, that there be good competition throughout the season.

The 9-6-3-0-2 system seemed to address all these points. It starts out rating all the yachts at their PHRF rating. This was something everyone seemed to favor. Once the initial rating is established, it and the elapsed time are used in a time-on-time formula to yield the corrected time. After each race the ratings are adjusted based on how a yacht placed in the race. The adjustments are as follows:

Every time a yacht races and doesn't finish in the top 4 in its division, the system increases the yacht's rating by 2. This is done to encourage folks to come out and race. Wherever you are in the standings, there's someone close to you with whom you're competing. Even if you don't finish high in a race, your rating improves a little if you come out and race. So you have a little better chance with the next race. If you don't come out and race, your rating stays the same. So it pays to come out and race.

Every time a yacht finishes 1, 2, or 3, it's rating is reduced by 9, 6, or 3 respectively. The system assumes that since the yacht placed well, it's either faster, or sailed better (or maybe both) than other yachts. Since it's now

going to be a little more difficult to get the same result, this reduction challenges the better skippers/yachts to continue to try to improve. A fourth place finish results in no change.

Week to week, the competition and adjustments are only within each division. After the adjustment process has started, comparing a Grand Prix rating to a division 1 rating isn't meaningful. Since the yachts don't compete head to head it's apples and oranges. The only meaningful comparison of ratings is within a division. If a yacht is giving time to another yacht, it's because it started with a lower rating and/or placed better than the other yacht in one or more races. The number of races needed to qualify for the standings is based on 1/2 the races, rounded down, + 2. For 14 races that would be 9; 13, 12 - 8, etc. There are a lot of throw outs if you do all the races, and this again is an incentive to come out and race. Since the number of 'best' races needed to qualify for the standings is small, finishing 1, 2, or 3 in any particular race is like money in the bank. Yacht-of-the-year is based on the lowest point total for the year across divisions.

The hope was that the rating adjustments, both up and down, would result in good competition throughout the season. In the last few years this has been the case. Most trophy positions were decided in the final race of the season.

2.14 Awards

Points will be awarded for FRIDAY NIGHT SERIES and AFR races using a low point scoring system, as follows: 1st place = 0.75 pt., 2nd place = 2 pt., 3rd place = 3 pt., etc. Individual registered yachts may be asked to serve as Committee Boat once during the season.

A Yacht that does not race because of Committee Boat Obligations will receive 1pt. toward series trophies for that race.

A yacht unable to finish a race (light air, mechanical problems, seasickness, etc.) will be awarded one pt. more than the number of yachts that started in its division, and scored 'DNF'.

A yacht that registers after the FRIDAY NIGHT SERIES has begun will receive points equal to the total number of boats registered in its division plus 2, for those races that were missed.

A yacht that appears at the starting line, checks in with the race committee, and then fails to start for any reason will be scored as a 'DNF.'

Skippers who serve as crew on another yacht, for at least one race during the season, will receive a one time only, 0.5pt.-deduction from their series point total.

To qualify for a trophy in the FRIDAY NIGHT SERIES, the low point total of the best 10 races, of a possible 16, will determine the final score. If 16 races are not sailed, the number of races needed will be 1/2 the races sailed, rounded down, + 2 (i.e. 13 races => 8, 12 races => 8, 11 races => 7, etc.) The above also constitutes the minimum number of races a yacht must sail to qualify for the standings.

An award will be given (one per yacht) for:

GP Division - 1st, 2nd, 3rd, 4th, 5th.Place

Division I - 1st, 2nd, 3rd, 4th, 5th.Place

Division 2 - 1st, 2nd, 3rd, 4th, 5th.Place

The MAST Cup - The yacht with the lowest score over all considering all races that were not abandoned (i.e. no throw outs) will be awarded the MAST Cup.

To qualify for a trophy in the 'Almost Fall Regatta' (AFR) or other MAST races consult the Notice of Race for that specific event.

In the event of a tie both boats will be awarded the position.

3.0 Sailing Instructions

3.0 FRIDAY NIGHT AND AFR (Almost Fall Regatta) RACES

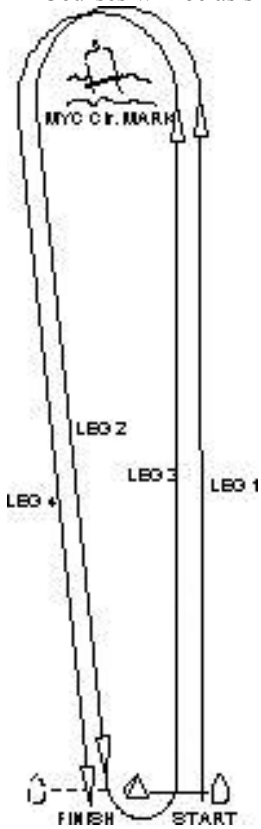
3.1 Racing Area

The racing area will be on Lake Michigan outside the breakwater within 2 mi. of the North gap of the Milwaukee WI harbor outer breakwater. At the discretion of the committee boat a course may be set up inside the breakwall.

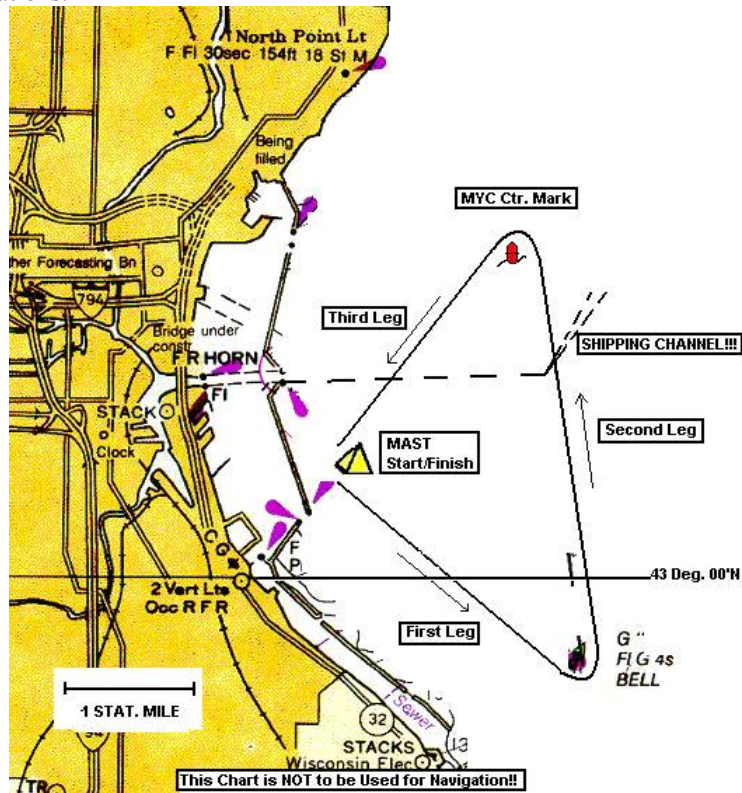
3.2 Courses

All courses are sailed leaving all buoys to port, as they are rounded.

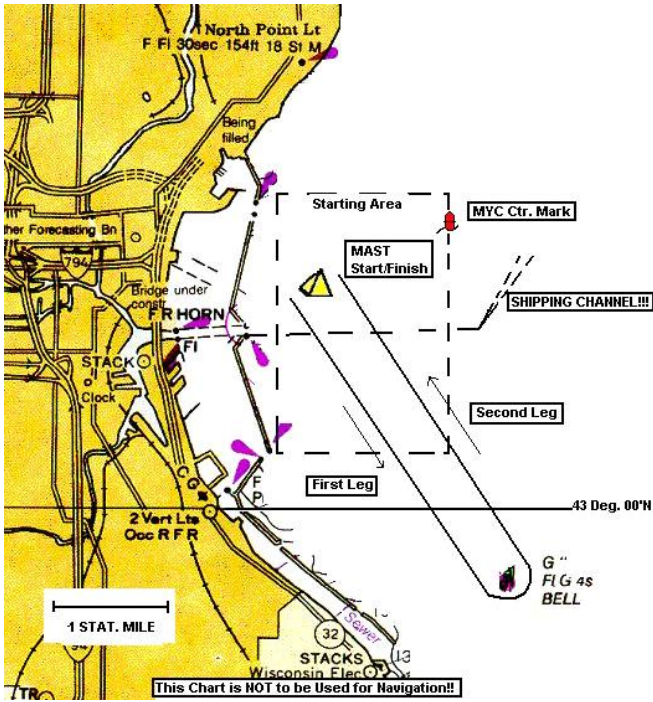
Courses will be as shown in these illustrations:



Windward – Leeward Course



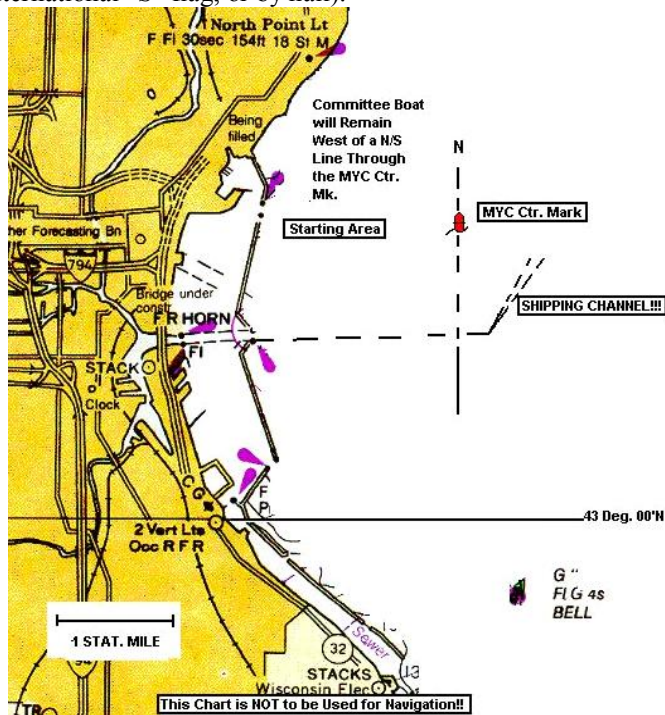
Moonlight Triangle Course . Normally sailed in an anti-clockwise rotation. The direction may be reversed at the discretion of the committee boat.



Medium Distance Course

The course will be a windward /leeward course unless otherwise indicated in the race schedule. The courses will run from the Committee Boat to “center” pin (MYC Ctr. Buoy) and back to the throw in buoy used for start, or as indicated in the accompanying charts.

All windward /leeward races will be twice around unless they are shortened by a signal from the Committee Boat, (Shorten-Course flag - International “S” flag, or by hail).



Committee Boat Stays West of North /South Line

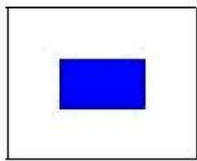
The starting line will be approximately 1 mile from the center pin (unless otherwise noted), with the start buoy to port and the Committee Boat to starboard. The starting line will not be East of a theoretical line running North-to-South through the MYC Center Mark. In the event of westerly winds, the race will be conducted with a downwind start, from west of the MYC Center Mark.

If during the course of the race, the Committee Boat needs to shorten the course, it should display the 'shorten-course' flag and then motor to the appropriate mark and take the finish times. It will also announce the course shortening on channel 79.

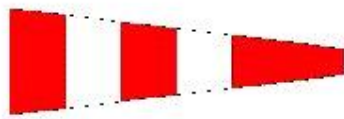
If weather conditions would make it difficult to race outside the breakwall (wind has dropped but there are still big waves, etc.) the Committee Boat will set the course up inside the breakwall. If the sustained winds exceed 25 kts., a race set on a course inside the break-wall will not be started, or will be abandoned in the case of a race-in-progress.

If the weather conditions are not suitable for a triangle or medium distance race, the committee yacht may set up a standard windward /leeward course and advise competitors on channel 79 and by hail.

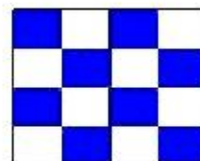
3.3 Racing Signals



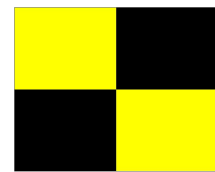
Shorten Course Flag



Race Postponed Flag



Race Abandoned Flag



Long Course /Come Within Hail Flag

If it's necessary to shorten the course, the Committee Boat will display the 'Shorten Course' (International "S") flag. If it's necessary to delay a race starting sequence past it's normal time, the committee yacht should fly the 'Race Postponed' (International "AP") flag. The 'Race Postponed' flag should be lowered 1 minute before beginning the starting sequence. If it's necessary to abandon a race, the committee boat will fly the 'Race Abandoned' flag. If at all possible, the Committee Boat will try to complete the race by shortening the course rather than abandoning the race.

Under special circumstances where a course other than the standard windward /leeward course will be sailed, the Committee Boat will continuously display the 'Come Within Hail' (International "L") flag.

3.4 Marks

The permanent MYC Center Mark will be located approximately 1.5 statute miles ESE of the North Gap of the Milwaukee Harbor breakwall.

The marks are throw-in buoys, either an orange cylinder or a four sided yellow inflatable buoy.

3.5 The Start

The starting procedures of the Racing Rules of Sailing will be amended as follows:

The starting line will be between a staff or halyard displaying the RC flag on the race Committee Boat at the starboard end, and a mark at the port end.

The committee boat will make a good faith effort to identify Yachts that start, and record finishing times for all yachts that race. If you're in doubt, give them a time and we'll sort it out later. Where possible note the boat before and after you. The final responsibility lies with each individual skipper to make sure that the committee boat knows you're racing. It's a good practice to go past the committee boat, prior to the first WARNING and call out your yacht name, or notify the Committee Boat on channel 79.

The Committee Boat will signal the starting sequence using a combination of visual signals (flags) accompanied by the sounding of a horn. A typical start for separate divisions would involve the following sequence of signals:

It is recommended that the Committee Boat announces course and distance 1 minute prior to the rotation start and after this maintains radio silence for the duration of the start sequence.

5Min Start Rotation

Division Flags - White Div. 2, Red Div. 1, Blue G.P.

6:15 p.m. WARNING - RAISE WHITE & RED FLAGS (Division 1 and 2 Class flag), SOUND HORN (1sec)

6:16 p.m. PREPARATORY - RAISE BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (1sec)

6:19 p.m. LOWER BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (3sec)

6:20 p.m. RACE STARTS - LOWER WHITE & RED FLAGS, SOUND HORN (1second)

6.25.pm WARNING - RAISE BLUE FLAG (GP Class flag), SOUND HORN (1second)

6:26 p.m. PREPARATORY - RAISE BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (1sec)

6:29 p.m. LOWER BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (3sec)

6:30 p.m. RACE STARTS - LOWER BLUE FLAG (GP Class flag), SOUND HORN (1second)

NOTE: Visual starting signals (flags) always take precedence over horn signals. Technical reasons may preclude the accurate use or interpretation of a horn or other sound device.

Yachts yet to start racing, who are beyond the starting line 5 minutes before the start, may not re-cross the line. Such a yacht must sail to either end of the starting line and then return to the starting area from outside of the pin/committee yacht to start.

Yachts starting early must restart staying clear of others. A yacht starting early must sail to either end of the starting line and then return to the starting area from outside of the pin /Committee Boat to start. Yachts that are over-early at the start and do not return will be penalized per U.S.Sailing rules with a DNF. The committee boat will attempt to hail any offending yachts by horn and radio. All yachts must (should) monitor channel 79.

External propulsion is not allowed once the warning flag has been raised (5 Mins) this is a local rule modification

GP yachts must stay clear of the start line during the five minutes of the starting sequence of Division I and 2 yachts.

3.6 Finish

The finishing line will be between a staff or halyard displaying the RC flag on the Committee Boat and a nearby mark, to-Port.

The race finish time is 9:00 p.m. However, the committee boat may change the finish time for Distance races at their discretion. They should announce the new finish time not later than 8.45pm.

4.0 COMMITTEE BOAT DUTIES

4.1 Dockbox Location

The Club's dockbox will be located at the Milwaukee Community Sailing Center yard, at the North East corner, near the docks. This area is accessible during the day from the docks and a public shore-side entrance. It is ONLY accessible after the race, or after hours, from the docks. Contact a member of the race committee if there is difficulty gaining access to our dock box. We recommend that you take a flashlight, as the area is not well lit.

4.2 Obligations

Check the schedule of Committee Boat Assignments for your assigned night. Any committee boat that cannot serve on its assigned night must find a replacement from the membership directory. Call one of the race committee members if you cannot serve as Committee Boat on your scheduled night. A committee boat requires a minimum of 3 people on the boat.

4.3 Cancellation, Postponement, or Abandonment

The Committee boat shall not cancel a race due to light winds until after 7:00 P.M. If you have questions about whether to cancel a race, contact the Race Committee. It is recommended not to shorten the course until the leading boat is within 100 feet of the committee boat on the second leg.

The Committee Boat should poll the fleet on Ch 79 and communicate freely if any question exists on whether to start or continue a race. If it is the concurring opinion of the Committee Boat and a majority of the Race Committee members present, the Committee Boat shall signal the race abandoned with the Race Abandoned Flag, repeated sounds from the signal horn, and by communication on Ch 79.

4.4 Gear

Pick up the Race Committee package: red, white and blue starting flags; the 'RC' Flag; the Shorten Course Flag, the 'P' Flag, the Postpone Race Flag, the Abandon Race Flag, the 'L' Flag, megaphone and blank race results forms from the dock-box located at the North East corner of the Milwaukee Community Sailing Center by their North Dock. The combination is 5410 – the times of the flags in the race sequence. Call a racing committee member if there is difficulty with the lock. If battery power is low for the horn and/or megaphone, inform Lee Konrath (414-351-3698) or Ferguson Locke (414-961-7195). Notify the race committee if there is a flaw in the race equipment as soon as possible. We recommend that you take a flashlight, as the area is very not well lit.

4.5 Course Set-Up

The Committee Boat should position the Starting Mark approximately 1 mile from the Center Mark (except where noted). The Committee Boat should try to position itself for an upwind start, with the Starting Mark to-port. The starting line should not be positioned East of a theoretical line running North - South through the Center Mark. I.e If the wind is due West, the Committee Boat should NOT motor 1 mile East of center, it should instead position itself 1 mile West of center and we will have a downwind start. By staying West of the theoretical centerline, we can save time for the Committee Boat to set up and take down the race marks.

If the weather conditions are not suitable for a medium distance race, set up a standard windward /leeward course and advise competitors on channel 79 and by hail.

4.6 Starting /Finishing Line

The Committee Boat should always orient the Starting Line so that starting yachts will leave the Starting Mark to-port including downwind starts. Create a starting line about 225-275 feet long (approx 0.1Nm on your GPS). Remember that it's better to have a too long line than a too short one! The Committee Boat should make every effort to set a starting line that is directly perpendicular to, and exactly on the wind-line to /from, the Center Mark.

After all yachts have started, re-anchor so that finishing boats will leave the buoy to port, and cross a finish line, perpendicular to the last leg of the course. The Committee Boat should move as soon as possible after the GP start. The finish line can be shorter and it is recommended that it is kept short especially when the finishes may be in the dark.

4.7 Race Signals

Start Sequence

Division Flags - White Div. 2, Red Div. 1, Blue G.P.

Typical Start Sequence	Time Interval	Visual and Aural Signal
6:15 P.M.	0:00	RAISE WHITE & RED FLAGS (Division 1 and 2 Class flag), SOUND HORN (1sec)
6:16 P.M.	1:00	RAISE BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (1sec)
6:19 P.M.	4:00	LOWER BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (3sec)
6:20P.M. DIV1 START	5:00	LOWER WHITE & RED FLAGS, SOUND HORN (1second)
6:25P.M.	5:00	RAISE BLUE FLAG (GP Class flag), SOUND HORN (1second)
6:26 P.M.	6:00	RAISE BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (1sec)
6:29P.M.	9:00	LOWER BLUE FLAG WITH WHITE SQUARE (P Flag) SOUND HORN (3sec)
6:30P.M. GP START	10:00	LOWER BLUE FLAG (GP Class flag), SOUND HORN (1second)

If it's necessary to delay the race starting sequence past it's normal time, fly the 'Race Postponed' flag (see illustration in section 3.3). Lower the 'Race Postponed' flag 1 minute before beginning the starting sequence. (See Sec. 4.2, a race may not be abandoned, due to light winds, until after 7:00 P.M.)

If it's necessary to delay the GP start sequence, raise the 'Race Postponed' flag in place of the Red GP class flag at 6.20pm (see illustration in section 3.3) Lower the 'Race Postponed' flag 1 minute before beginning the GP starting sequence (Raising the Red Flag).

All windward /leeward races will be twice around unless conditions might not permit at least one boat in each division to finish in the allotted time. If a decision is made to shorten the course, fly the 'Shorten-Course' flag (International "S" flag, see illustration above). Please make a note on the race results, that the course was shortened, and by how much. There should be at least 7 kts. of wind in order to sail a medium distance or Moonlight Triangle race.

If it's necessary to abandon a race; fly the 'Race Abandoned' flag (see illustration above), sound the horn in repeated short blasts, and make an announcement on Channel 79. If at all possible, complete the race by shortening the course rather than abandoning the race.

Under special circumstances where a course other than the standard windward /leeward course will be sailed (Medium Distance, Triangle, Inside the Breakwall, other), continuously display the 'Come Within Hail' (International "L" flag, see illustration above).

4.8 Race Data

If a yacht(s) is over early, a second horn signal is sounded and the yacht is hailed using the megaphone. Since the yacht may not be within hailing range, also call the yacht on the radio and inform the skipper that they are over early. It is the skippers responsibly to react as he wishes to the foul. Note the penalty on the score sheet if the yacht chooses not to restart is DNF.

When spinnakers are allowed in specific races, a yacht wishing to use a spinnaker must advise the committee boat prior to their start. Record a mark next to each yacht that indicates they will be flying a spinnaker. A time-on-time penalty will apply in these cases.

Record finishing time of each yacht, such as 7:37:21 p.m. (21 being seconds), as well as the start time for each division (use the same watch to establish these times). A Yacht finishes at the moment any part of her hull or sails, in normal sailing trim, crosses the finish line (as defined in 3.6 above). The race ends at 9:00 p.m. unless you notify the racers by 8.45 of a new finish time. This is at your discretion as the committee boat. Try to identify those yachts still racing and record 'DNF' on the score sheet. Signal each yacht's finish by using the 'horn' function of the bullhorn. If the bullhorn fails to work, the committee yacht should signal the finish of each yacht that crosses the finishing line by using a foghorn, whistle or other device. Let them know they finished and you recorded their time! Report any problems with the bullhorn to Lee Konrath 414-351-3698 Fergie Locke (414-961-7195)

Return equipment to the dockbox WITH RACE DATA after the race. Leave a copy of the race data IN THE DOCKBOX. The sooner race times are received, the sooner they will be posted.

A Yacht that is unable to race, due to Committee Boat obligations, will be awarded 1pt toward season series totals. This award is a gesture of thanks to those who volunteer for this duty. This award will be made even if a race is cancelled or abandoned, so long as a good faith effort is made to conduct the race.

4.9 Anchoring

The water depth offshore can range from 20 to 60 ft., with a bottom composition of sandy mud. Danforth style anchors perform best in this type of bottom. With moderate wind and wave conditions, a substantial scope on the anchor rode is required to set the anchor and prevent dragging. It is recommended that the anchor rode should be at least four times the water's depth. Anchoring in heavier wind and waves may require in excess of seven times the water's depth. For the purposes of anchoring the Committee Boat for MAST racing, it is often convenient to splice a spare halyard or sheet to your existing anchor rode in order to obtain enough scope to easily set the anchor.

The MAST race committee wishes to thank the numerous volunteers who make the summer racing program a success!

5.0 FRIDAY NIGHT MISCELLANEOUS DETAILS

5.1 Changes/Clarifications/Highlights for 2009

Rules

- 1) Local SI's modify the external propulsion rule to 5 mins from 4 mins before the start
- 2) A five minute period has been added in between the two start sequences to better separate the divisions.
- 3) OCS rule has been returned to the original US sailing rule.
- 4) Local SI change to shorten the race the day of the MCSC lobster boil.

Medium Distance Races: There will be two medium distance races this year (June 5th and August 7th) consisting of one lap out to the 'Bell Buoy' (Green "1" Buoy) and back to the starting line. The location of the starting line will be at the discretion of the committee boat. Medium distance races will be signaled by the committee boat by continuously displaying a code 'L' flag. Yachts may set a spinnaker in these races with proper notification of the committee boat prior to their start. Yachts flying a spinnaker will be penalized 13.848 sec. for each 10 minutes sailed.

Moonlight Triangle Race: We have added a second Moonlight Triangle Race this year 10th July and 8th August. The starting line will be approximately ½ Stat. Mi. NE of the south breakwall gap of Milwaukee Harbor. The course will be to the Green "1" Buoy (The Bell Buoy) E of South Shore Yacht Club, then North to the Milwaukee Yacht Club Center-Mark (our regular windward mark), and finally back to the start /finish mark. NEW: Yachts may set a spinnaker in this race with proper notification of the committee boat prior to their start. Yachts flying a spinnaker will be penalized 13.848 sec. for each 10 minutes sailed.

Guest boats will be limited to 3 races before we request them to join. We will not score them as guests for more than 3 races.

Mast relies on Volunteers and as such it is expected that everyone should assist with the committee boat duties or volunteer to host a race party.

In addition to the usual awards there will be additional awards given at the discretion of Race committee for :

Rookie of the year. Eligibility is new boats or boats that have not raced in MAST for 2 consecutive years. Award based on the same rules as the division awards.

Most entertaining committee boat

5.2 Changes/Clarifications/Highlights from previous years

“Host-a-Skipper” Program: Skippers who serve as crew members on a yacht other than their own, for at least one race, will be awarded a one time only, 0.5pt deduction from their season series total. Advise a member of the race committee if you are eligible for this credit

Scoring Update: Did not compete – DNC a boat that didn't come to the starting area equal to the number of boats registered in its division + 2.

Did not Finish – DNF boat came to the starting area intending to race but didn't finish, it received a DNF, even if it never made it across the start line. DNF is equal to the number of boats in the division that came out to race + 1.

Retired after finish or DSQ. Will be scored as DNC

It is the responsibility of a boat retiring (and good manners) to insure that the committee boat has knows it has left the race. Boats not informing the race committee will be scored as DNC.

Committee Boat Points: We award 1pt., toward season series awards, to the committee boat in each race. This award will be given even though a race might be cancelled or abandoned, if a good faith effort is made to prepare for, and conduct the race.

Inside the Breakwall: The Committee Boat will not start or continue a race inside the breakwall if the winds exceed 25kts. Our fleet is larger and there are more yachts longer than 26ft. This reality makes racing inside the breakwall on windy days very risky.

The general communication will now be on Channel 79.

Shorthanded? Need a crew? Contact the MCSC at 414-277-9094. They'll post your request on their bulletin board. Or, if you need a crew on short notice, just stop by and ask around. You'll get good volunteers! Contact our crew bulletin board on the MAST web page if you need crew or are free to crew for someone else. <http://www.mastracing.org>

Racing Rules Help

c. For our informal racing, the following hints and exceptions are offered:

When yachts are approaching on opposite tacks, the yacht on a port tack shall keep clear of the yacht on a starboard tack.

When yachts are approaching on the same tack, a windward yacht must keep clear of a leeward yacht.

A yacht clear astern shall keep clear of a yacht clear ahead.

A yacht that establishes a leeward overlap from clear astern within two of her hull lengths of a windward yacht shall not sail above her proper course during that overlap while the yachts are less than that distance apart, unless as a result she becomes clear astern.

A yacht that has an inside overlap within three boat lengths of a mark is entitled to enough room to round or pass the mark, except a starting mark or Race Committee Boat, surrounded by navigable water.

Except on a beat to windward, while a yacht is less than two of her hull lengths from a leeward yacht or a yacht clear astern steering a course to leeward of her, she shall not sail below her proper course unless she gybes.

A yacht that is tacking or gybing shall keep clear of a yacht on a steady course.

Crewmembers are to always keep their upper bodies within the lifelines. It is all right to sit with legs over the side.

If any part of a yacht touches a mark, she shall sail well clear of other yachts and do a 360 degree turn, including one tack and one gybe. It is not necessary to re-round if you rounded on the proper side of the mark when you touched it.

5.3 Our Informal Rules Reminders

- a. 'Safety First' is THE most important rule for MAST racers. Be particularly careful at the start. Keep your crew on the lookout for other yachts at all times. When in doubt, STEER CLEAR!
- b. If the weather during a race becomes more than you can handle, head back to port. We do not engage in survival tests.
- c. Give room at the start and at marks. If you have an urge to charge or barge, do it at another time, not during MAST racing. For many people, this is a learning experience.
- d. All yachts racing in MAST sponsored races, must comply with all appropriate United States Coast Guard and other applicable government regulations.
- e. Each yacht is expected to have a boarding ladder, a cushion or ring buoy ready to throw, a whistle or horn, and an anchor with line, all ready to use. We also encourage having a life-sling and a man overboard pole.
- f. PFD's are required to be worn at the start and finish of a race. PFD's are required to be worn at all other times, except when the Captain of the yacht directs that they may be set aside.
- g. Practice a man overboard drill before the first race and again several times during the season. Make sure all crewmembers know the symptoms of hypothermia.
- h. Monitor channel 79 during the race. Call if you need assistance.

6.0 Operating Instructions for Yellow Inflatable Marks

The key point is to not over-inflate the mark. The mark should never be hard to the touch. There are two valves on the mark; a smaller valve for inflating using the orange 12V pump, and a larger valve for deflating. Connect the pump directly to a battery using the red and black clips. To inflate the mark you:

Make sure the large valve is closed.

Unscrew the small valve.

Connect the pump and turn it on.

Inflate (but don't over-inflate) the mark.

And close the small valve.

To deflate the mark after you've gotten it back in the yacht, unscrew the large valve and whoosh the air out.

7.0

2009 Friday Night Race Schedule and Committee Boat Assignments

Race #	Race Date	Committee Boat	Special Notes
1	5/29/09	Wisdom	
2	6/5/09	Tekeela	Distance race
3	6/12/09	Cool Change	
4	6/19/09	Bill Mosher	Triangle
5	6/26/09	B'haven	
6	7/3/09	Wild Goose	
7	7/10/09	Corvus	Triangle
8	7/17/09	Suntreader	
9	7/24/09	Hullabaloo	Pizza (Catalina)
10	7/31/09	Blue Pearl	
11	8/7/09	Locke Ness	Distance race
12	8/14/09	Ti'Bateau	
13	8/21/09	Natures Touch	Pizza (TBD)
14	8/28/09	Phantom	(MCSC lobster boil) Short course
15	9/4/09	Aquilla	
16	9/11/09	Irie	
17	9/18/09	Skelday	Make up
	9/19/09	TBD	AFR

