

Sailing Club of Washington 2017 Racing Program Handbook



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Introduction

This Handbook provides information and guidance for the SCOW 2017 Racing Season and covers both Flying Scots and PHRF Cruisers. Procedures and guidance may be modified by the Racing Director as needed as the season progresses.

Club Rules

All SCOW rules are applicable during racing and nothing in this handbook supersedes any SCOW policies.

Racing Rules

All racing organized by SCOW is governed by the Racing Rules of Sailing (RRS) for 2017–2020, published by World Sailing (formerly known as International Sailing Federation or ISAF), except for modifications made by SCOW in Notices of Race (NOR's) or Sailing Instructions (SI's).

Races managed by the Daingerfield Island Sailing Club (DISC), such as the KISS series, will be governed by the NOR's and SI's published by DISC for those races.

Volunteering

All SCOW activities depend on the efforts of volunteers. Remember to thank them, and don't expect perfection from the race organizers and committees. Volunteer to help out sometimes. Serving on the Race Committee (RC) is fun and presents a great learning opportunity.

Racing Program Organization

Racing Director – David Beckett, Racing@scow.org

Assistant Racing Director – Ana Carolina Areias, AsstRace@scow.org

Wednesday Evening Race Coordinator – Dick Kerr

Notices

Information on races, boat allocation, results, etc. is published on the SCOW website under the 'Race With SCOW' menu.



Participation

Only fully paid up SCOW members may participate in SCOW races on a SCOW club owned boat. Any skipper of a privately owned boat must be a current paid up member to race in SCOW club races. Any member can crew and can helm a Flying Scot under supervision of a certified Skipper. Skippers must be certified. Skippers participating in DISC/KISS races must also be members of DISC. Skippers racing cruisers must be *SCOW Certified Racing Skippers*.

Unscheduled/Informal Racing

A permit must be obtained from the DC Harbor Police in order to conduct formal racing, including the Wednesday evening pick-up races. Setting buoys, anchoring committee boats, safety procedures etc. must be defined in the permit request. Permits generally take 30 days. You should not set marks or anchor Committee or other boats without a permit, or outside of the areas for which the permit was issued.

Informal racing is permitted without a permit, but such races must not create any hazard or disruption to other river users. Two boat events, such as the *Challenge Ladder* match races (see below), can be conducted on an informal basis.

Opportunities for Racing

SCOW encourages members of all skill levels to participate in racing. A growing number of people join the club in order to race or learn how to race. As a guide, the relative level of experience for each of the opportunities are:

- a) Beginner (Wednesday Evenings Races);
- b) Beginner to advanced (Series Racing and local regattas); or
- c) Intermediate to advanced (KISS PHRF Series or Sanctioned Regattas).

Flying Scots

PICK-UP RACES

SCOW conducts Wednesday evening races at the Washington Sailing Marina starting on April 5th and ending on October 18th. Wednesday evening racing is a great opportunity for members with no racing experience to get on a boat and enjoy racing in a low key instructional format. It's great fun and is the best way for skippers and prospective crew to meet each other. The intent on Wednesday nights is to get out on the water and run as many short to medium length races as possible to give people a lot of chances to practice starts and also to let different crew members rotate through as helmsman if desired. Many of our new sailors have even learned a lot of their basic sailing skills during Wednesday racing. Just show up, meet people, and go have fun. When conditions permit, we conduct Wednesday races in the lagoon to reduce transit time and get in more races.

SERIES RACES

SCOW conducts four formal racing series: Spring I, Spring II, Fall I and Fall II. Each series consists of three Sundays/Saturdays. Series racing is intended for those with some racing experience and takes place in the main body of the Potomac River. Series races are scored and are competitive. Skippers should have a good understanding of the basic Racing Rules of Sailing. Skippers register in advance and recruit crew. A championship play-off is held for the top boats from each series in the spring and fall

PHRF Cruisers

Races are held on Tuesday evenings by DISC (Daingerfield Island Sailing Club) in a Series format. DISC races are called KISS, Keep It Simple Series, and consist of a 6-week series. SCOW's cruisers usually participate in the KISS Series and some members participate using their own boats. Only certified *SCOW Racing Skippers* may skipper a cruiser in these PHRF races.

Local Regattas

SCOW cruisers and Flying Scots participate in several regattas held locally on the Potomac. A full list is given in the Calendar of Events section in this handbook or on the SCOW website (look under the 'SCOW Upcoming Events' section on the main page).

Challenge Ladder

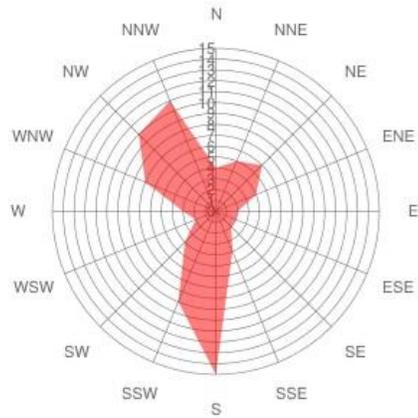
In 2014 SCOW established a Challenge Ladder for skippers and crew. This is a match racing format in which skippers/crew can challenge other skippers/crew. Winners move up the ladder. The Challenge Ladder serves as an introduction to match racing.

Annual Weather Statistics Reagan National Airport

Month of year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	SUM
	01	02	03	04	05	06	07	08	09	10	11	12	1-12
Dominant Wind dir.	↙	↘	↙	↗	↗	↗	↗	↗	↗	↗	↙	↘	↗
Wind probability >= 4 Beaufort (%)	31	36	40	40	26	25	19	21	20	29	28	33	29
Average Wind speed (kts)	9	10	10	10	9	9	8	8	9	9	9	9	9
Average air temp. (°F)	39	42	51	60	71	80	86	82	75	62	51	42	60
Select month (Help)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Year

Wind dir. distribution R. Reagan Airport/Washington all year

© windfinder.com



Wind direction
Distribution (%)

Wednesday Evening Racing

Wednesday Evening Notice of Race (NOR)

There is no formal NOR for Wednesday evening racing. Racing will take place every Wednesday evening from April 5th to October 18th, if weather conditions allow.

Registration & Sign Up

No registration is required for Wednesday evening racing. Wednesdays are open to all SCOW members. You must be a SCOW member to race on a SCOW club owned boat. If you are not a member and want to race, join the club. It's easy. As a rare exception, at the sole discretion of the Racing Director, non-members **may** be permitted to sail as crew if there is sufficient space. However, such **non-members will be required to sign the Waiver in the boat log book prior to boarding a boat.**

Skippers select the boats when they arrive on a first-come basis and choose crew from whatever members are present. All SCOW rules apply when racing. **Skippers must sign their boat out in the log book including the names of their crew and sign the boat back in again after racing.**

Wednesday Sailing Instructions (SI)

Rules: World Sailing RRS 2017-2020 apply. The skipper of record for each boat is responsible for ensuring their boat complies with the RRS at all times, regardless of who is at the helm.

Notices to Competitors: Dick Kerr, Wednesday Evening Race Coordinator, will put out weather information and notes to sailors during the week and on Wednesday leading up to race time.

Schedule: Sailors usually show up in time to have boats in the water between 5pm and 5:30pm. The first race of the evening will be started as soon as there are enough boats on the water to race.

Racing Area: Races will normally be held in the lagoon unless conditions dictate otherwise. Location will be determined on site prior to launch of boats.

Course to be sailed: The standard course for Wednesday evenings is a "W1" or "W2", depending on wind strength and direction. The start finish line will be marked by two buoys

which will also serve as the leeward gate mark. For the leeward mark rounding, boats may round either buoy, but must pass in between the two buoys. Races will normally finish downwind. The course will be set up by the SCOW Racing Director. In the absence of the Racing Director, the course will be set up by Jim Klein. If neither is present, Dick Kerr, the Wednesday Evening Race Coordinator, will designate someone to set up the course.

Note 1: SCOW races will not utilize the end of any pier as one of the starting marks. The number of boats in close proximity in a very small navigable area, combined with the wide range of skills among skippers and crews on Wednesday nights, presents an unnecessarily high risk of collision when the pier serves as a starting mark.

Note 2: SCOW races may utilize a government buoy as a mark, however SCOW racers will never use government day markers (day shapes on pilings) or any piling as a race mark. Pilings present a significant safety risk when used as race marks and can cause serious injury to crew and damage to sails and rigging.

Starting: The normal three minute Wednesday night start sequence will be used. The start will be run by the boat that finished first in the preceding race. The start of the first race will be run by a boat designated by the Wednesday Evening Race Coordinator.

Safety Equipment: PFDs will be worn from 1 October through 30 April, regardless of weather conditions. Additionally, PFDs will be worn depending on weather conditions, as prescribed by the Racing Director or Wednesday Evening Race Coordinator.

Man Overboard: When cold water temperatures are declared by the Racing Director or Wednesday Evening Race Coordinator prior to getting underway for racing, in the event of a boat capsize or person falling overboard, all boats will abandon racing, immediately signal other boats, and assist in rescuing anyone in the water.

Protests and Penalties: There will be no protest committee or hearings. All protests and rules infractions will be handled on the water. A boat that fouls another boat will, as soon as safely possible, take a one turn penalty. A boat that fouls another boat within the three boat length zone of a mark will take a two turns penalty. The penalty for hitting any mark is a one turn penalty. Every skipper/helmsman must make every effort to avoid collisions regardless of who has right of way. Any collision that results in damage to a boat or injury to personnel will be reported in accordance with SCOW policy. *Competitors will notify the Racing Director of any breach of good sportsmanship during racing.*

Use of Spinnakers: The use of a spinnaker is optional.

Scoring: Wednesday evening races will not be officially scored.

Commercial Traffic: All SCOW racing boats will keep clear of all commercial shipping traffic at all times.

Flying Scot Spring and Fall Series

The Flying Scot Spring and Fall Series are intended to be more competitive than the Wednesday Evening Races and crew development practice are encouraged. Any SCOW certified skipper can apply for a boat by signing up for the Series under the 'Upcoming Racing Events' section on the 'Race with SCOW' page at the SCOW website or by e-mailing the filled registration form from page 13 to racing@scow.org.

Skipper and boat selection will be made by lottery and the racing results will be published on the SCOW website (under the 'Race with SCOW' > 'Flying Scots' > 'Series Racing' menu). Crew should monitor this website and contact skippers who have signed up in order to request a position on that boat. In order to participate in racing on a SCOW club owned boat, crew must be member of SCOW.

There is a limit of four persons on board each boat for the Flying Scot Series Racing. The skipper of record is responsible for the constitution of the crew, their actions and safety. Boats do not have to be helmed by a SCOW certified Skipper. Any SCOW member can helm, however a SCOW certified skipper must be on board and in control of the boat.

SCOW Flying Scot Series Notice of Race (NOR)

1. Rules: This regatta will be governed by the rules as defined by the 2017–2020 edition of the Racing Rules of Sailing (RRS).
2. Eligibility: This event is open to SCOW members. All persons aboard SCOW club owned boats must be SCOW members and all membership fees and dues must be current. The skipper of a privately owned Flying Scot must be a paid up member to race in a SCOW series.
3. Registration can be made: (a) online by registering for the Series under the 'Upcoming Racing Events' section at the www.scow.org/RaceWithSCOW page, or (b) via e-mail by submitting the registration overleaf provided below. If applying for a SCOW boat, please indicate the preferred boat name. Standard *SCOW Sailing Instructions (SI)*, included in this booklet apply. If the number of skipper registrations exceeds the number of boats available, then the Racing Director selects skippers by lottery. Skippers not selected will have priority in subsequent race series.
4. Fees: None.
5. Schedule: Three sets of races held on three different Saturdays/Sundays will constitute a series. The first warning for each series race day will be no later than 1700, but will occur sooner if the Race Committee is ready and all boats are present in the starting area. The Race Committee may elect to postpone racing for weather or safety. If races are cancelled for a given day, the Racing Director will notify competitors of the rescheduled date.
6. Measurement: All SCOW owned boats are eligible. Other Flying Scots may be entered, but boats and sails must conform to the FSSA Official Plan.
7. Use of Spinnakers: The use of spinnakers is optional.
8. Courses to be sailed: The courses to be sailed will be Windward-Leeward in the area between Reagan National Airport and Giesboro Point (see the map below). The Race Committee will signal the course before the warning signal for each race.
9. Berthing: There are no provisions for berthing of boats not belonging to SCOW.
10. Scoring: Races will be scored. The low-point scoring system of RRS Appendix A2 will be used. A minimum of six races will be conducted, of which at least four must be completed, to constitute a series. All races will be counted, there are no throw-outs.

SCOW Flying Scot Series Registration

A SCOW certified Flying Scot Skipper may register by emailing the following information to the Racing Director.

Skipper name: _____

Phone number: _____

E-mail: _____

Boat Preference: _____

Emergency contact name: _____

Emergency contact phone number: _____

Non-SCOW boats

SCOW members who own their own boats may participate in SCOW organized races, in which case they should submit the following instead of stating Boat Preference.

Boat name _____ Sail Number _____

Competitors participate in the regatta entirely at their own risk (see *Racing Rules of Sailing (RRS)* Rule 4, "Decision to Race."). Sailing Club of Washington (SCOW) will not accept any liability for material damage, personal injury, or death sustained in connection with, prior to, during, or after the regatta. By submitting a registration you agree to abide by the RRS and all other rules that govern this event.

email registration to racing@scow.org

SCOW Flying Scot Series Sailing Instructions (SI)

1. RULES

- a. All races will be governed by the rules as defined in the 2017–2020 edition of the *World Sailing Racing Rules of Sailing* and as modified by these *Sailing Instructions*.
- b. Competitors may not modify any boat or perform any action that does not comply with the FSSA Flying Scot Specifications and Chief Measurers Rules.

2. ENTRIES

- a. Competitors may enter by (a) submitting the completed *Registration form* to racing@scow.org via e-mail, or (b) online by registering for the Series under the 'Upcoming Racing Events' at the SCOW website. SCOW members who own their own boat may register in the same manner. To register for a SCOW club owned boat, each request for entry must be submitted by a *Certified SCOW Flying Scot Skipper* and all persons aboard must be SCOW members. Any SCOW member may act as helm, but a certified skipper must be aboard, and in control at all times.

3. NOTICES TO COMPETITORS

- a. Notices to competitors will be sent by email.

4. SIGNALS

- a. No signals will be made ashore. If a postponement is required prior to boats departing the docks a verbal notice will be given. If a postponement is required after departing the docks the committee boat will raise the "AP" flag.
- b. The Race Committee will monitor VHF Channel 68 and may pass instructions to competitors, however, ideally, the races should be conducted with little or no VHF communications. The primary means of communication will be signal flags and the course designation board displayed by the committee boat.

5. TOWING

- a. Towing to and from the race area is permitted, however, racing will not start if one or more boats receive a tow and any boat is enroute and delayed solely by lack of a tow, until all such boats are in the race area.

6. SCHEDULE

- a. A competitors' meeting will be held at 3:30 pm each race day at the marina cranes. The first warning signal for the day will be no later than 1700, but will occur as soon as the Race Committee is ready and all competitors are in the starting area. Subsequent races each day will be held as soon as possible after the end of the previous race.
- b. When appropriate, the Racing Director or PRO will notify competitors not less than five days prior to the race of a change in date or time.

7. CLASS FLAG

- a. The class flag is the official blue and white FSSA Flying Scot Class Flag.

8. RACING AREA

- a. The primary racing area will be between the airport and Hains Point. The alternate racing area will be in the WSM lagoon. The decision will be made by the Race Committee on each race day and will be dependent on the wind speed and direction, available daylight, water depth, and other safety factors.

9. COURSE AND MARKS

- a. The course will Windward-Leeward either "W1" or W2" depending on wind conditions. The course will be designated on the Committee boat by letters and numbers exhibited on a Course Board. All marks will be SCOW buoys. The attached diagram shows the courses, course designations, the marks in order and the rounding direction of each mark. In all cases marks will be rounded to port.

10. STARTING AND FINISHING LINE

- a. The starting and finishing line will be between an orange flag on the Race Committee boat at the starboard end of the start line, and the nearby orange SCOW buoy.
- b. Prior to the first warning signal of each day, all boats must check in with the Race Committee **by sailing past the stern of the Committee Boat on starboard tack and hailing their boat name and sail number.**
- c. Boats over the starting line (OCS) at the start signal must return and re-cross the start line, during which time they must keep clear of all other boats.

11. SAFETY EQUIPMENT

- a. From October 1 through April 30, regardless of wind or weather conditions, the skipper and all crew regardless of age must wear an approved Type III, Type V or auto-inflating PFD. PFD's must also be worn when the Committee boat displays flag "Y".

12. MAN OVERBOARD

- a. When cold water temperatures are declared at the competitors' meeting, prior to the start of racing, and due to the limited maneuverability of the committee boat, in the event of any person falling overboard and entering the water all racing shall be immediately halted. The Committee boat will make a sound signal consisting of five short, rapid blasts. All competitors will abandon racing and provide assistance to the person overboard. The same applies to a capsized situation.

13. TIME LIMIT

- a. The time limit for each race will be 40 min for the first boat to finish and 15 min after the first boat for the remaining boats. If no boat completes the course within the 40 min time limit, the race may be extended or abandoned by the Race Committee displaying flag "AP" at the discretion of the Race committee. Any boats finishing after the 15 min time limit will be scored DNF so that the next race may start. Alternatively, in order to expedite racing, at the discretion of the Race Officer or Racing Director, boats at the back end of the fleet may be scored in place.

14. PROTESTS

- a. The goal is to conduct spirited competitive races in which all competitors demonstrate high levels of good sportsmanship at all times. All competitors are expected to comply with and enforce the rules and it should be a rare exception that a foul/penalty is not settled on the water. A boat that is fouled should hail the fouling boat with "PROTEST" immediately. For SCOW races, 5-10 seconds will serve as a reasonable amount of time for this hail. In order for a protest to be valid, this hail must occur within that timeframe. A boat that fouls another boat should, as soon as safely possible, take a one or two turns penalty as appropriate. A boat must notify the Race Committee as upon finishing a race, if not sooner, if she intends to file a protest against another boat. Protests shall be delivered to the Race Committee no later than 30 minutes after the RC boat docks or no later than 30 minutes after the last racing boat docks, whichever is later. Hearings will be held as soon as the 30-minute period ends and all boats involved will be present. If a boat cannot be present for reasons outside her control the Race Committee may extend the time period. Protests will be decided by the Race Officer. Any appeal of a protest decision will be settled by the Racing Director and that decision will be final. Protest will not be accepted after the 30-minute period. In order to

minimize protest hearings and disqualifications, SCOW will use Appendix T scoring penalty and arbitration meeting process will be employed when possible. A boat may take a 20-30% penalty rather than proceed to a protest hearing.

SCOW Protest and Resolution Procedures

Our goal is to have all matters regarding rules infractions settled fairly and justly on the water and avoid protest committee hearings. Fouls will occur. We expect all racers to promptly take a one or two turns penalty when they commit a foul regardless of whether another boat hails protest or not.

Procedure for a Boat to Protest in a Scow Race Or Regatta:

1. Hail the offending boat with “**PROTEST**” within ten seconds of the foul.
2. If the offending boat does not take the appropriate penalty immediately upon getting clear of traffic, then the protesting boat informs the RC upon finishing that race that they intend to protest boat (name/#).
3. Following racing, the protesting boat must deliver the protest to the RC within 30 minutes of the RC Boat docking or within or within 30 minutes of the last race boat docking, whichever is later.
4. A boat that intends to file a protest must execute all three of these steps (#1 through #3) in order for a protest to be valid. The RC/Protest Committee **WILL NOT** accept any protests that are not valid by these standards.
5. SCOW will utilize Appendix T Arbitration Procedures to expedite protests, by which a boat may accept a 20 percent scoring penalty rather than proceeding to a protest hearing. The involved skippers are encouraged to attempt to work things out before going forward with a protest.
6. If agreed upon, an arbitration meeting will be held with concerned parties with the PRO presiding. The matter may be settled by an agreed upon scoring penalty of 20 percent or dismissal.
7. If the protest goes to a protest hearing, the PRO will preside. The outcome of the protest hearing will be dismissal, disqualification or a scoring penalty of 30 percent. The PRO decides the outcome.
8. The PRO/Protest Committee will notify the Racing Director of any protests and their outcomes, as well as any scoring penalties accepted when they submit the race results to the Racing Director.
9. The decision of the Protest Committee may be appealed to the Racing Director within 24 hours of the time the Protest Committee convened. If there is an appeal, the Racing Director will make the final determination within 24 hours of receiving the appeal.
10. No race results will be posted until all outstanding protests/appeals have been resolved.

15. PENALTY SYSTEM

- a. A boat may take a penalty at the time of the incident to clear the foul. Her penalty shall be a one turn penalty, which includes one tack and one gybe in the same direction.
- b. A boat that commits a foul within the zone of any mark (starting, finishing, or rounding) is required to take a two turns penalty to clear the foul.
- c. A boat must report all penalties taken to the race committee upon finishing.
- d. In order to minimize protest hearings and disqualifications, SCOW will use Appendix T scoring penalty and arbitration meeting process will be employed when possible. A boat may accept a 20-30% penalty rather than proceed to a protest hearing.

16. SCORING

- a. A minimum of six races are required to conduct the Series, normally three each race day. All races will be counted—*there are no throw-outs*.

17. RADIO COMMUNICATION

- a. Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile and cellular phones.

18. COMMERCIAL TRAFFIC

- a. A boat may not exercise right-of-way, cross in proximity to, or interfere with the reasonable transit of the race area by commercial ships. Boats must take evasive action well in advance of a potentially dangerous situation.
- b. The Race Committee may, at their sole discretion, disqualify any boat that becomes involved in a potentially dangerous situation with a commercial vessel.

RECENT CHANGES TO FSSA CLASS SPECIFICATIONS:

Specification change dated 01-07-2014 revised Article S-V Racing Restrictions #4 to include the following: *The use of the side stay is permitted for a hiking handhold provided that the crew is seated on the deck, aft of the stay, and with their feet inboard of the seat back.*

Specification S-7 dated 4-2-2014 Revised to permit the use of VHF Radios while racing, with specific limitations.

Skippers should be familiar with FSSA Specifications and CMRs.

PHRF

Two of SCOW's cruisers are registered with PHRF of the Chesapeake (<http://www.phrfchesbay.org>) and have PHRF certificates as follows:

Boat	Sail #	Type	Equipment	Rating (Spin/NS)	Max Crew
Skirmish	43247	Capri 25	4P	174/174	6
Rebecca	1846	Catalina 25	5P	234/234	6

If you need a copy of the PHRF certificate in order to enter a non-SCOW sanctioned race please send an email to racing@scow.org

SCOW's third cruiser, Hiatus, does not have a PHRF certificate and is not used for racing.

DISC/KISS

The primary PHRF racing taking place on the Potomac is the KISS Series organized by Daingerfield Island Sailing Club (DISC). DISC is also based at the Washington Sailing Marina. The KISS Series is held on Tuesday evenings in the Alexandria section of the Potomac. For details of KISS Series and other PHRF races refer to the DISC website <http://discsailing.org>

Participation in DISC/KISS

Racing Skippers who wish to skipper a cruiser in any of the KISS for the series should register their interest by sending an e-mail to racing@scow.org

Skippers for each boat and series are selected by lottery.

The selected skippers' names will be published on the SCOW website. SCOW members interested to crew for any of these races can list their contact information on DISC's website (see the Forum section) and can also contact selected *SCOW Racing Skippers* directly.

Anyone participating in DISC/KISS racing is responsible for familiarizing themselves, and complying with, DISC rules. To participate on a SCOW boat you must be a SCOW member. If you are not already a member, join and pay your membership fees.

Other Races in SCOW Boats

SCOW does not organize any cruiser racing. Our boats and skippers participate in other organizations' racing series and regattas. This includes the Daingerfield Island Sailing Club's KISS Series (every Tuesday evening from the third week in April through October), the Cherry Blossom Regatta in April, the GEICO Cup regatta in June, the Cantina Cup regatta in August/September, and the Leukemia Cup regatta in September.

At the beginning of the year, SCOW's board of directors approve which races SCOW boats will participate in during the season. Occasionally, new races come up during the season and the board decides if SCOW boats can participate.

CRUISER RACING SKIPPER SELECTION

The *SCOW Racing Policy* establishes rules for racing the Cruising Boats and Flying Scots.

The SCOW Racing Director notifies the *Cruiser Racing Skippers* of the availability of boats and the selected races. *Cruiser Racing Skippers* submit their names for consideration to the SCOW Racing Director two to three weeks before each event.

If there are more *Cruiser Racing Skippers* than boats, or if there is contention for a specific boat, the SCOW Racing Director draws names out of a hat to select the racing skippers. An exception to this process is the Leukemia Cup for which the *Cruiser Racing Skippers* are selected in order of who collects the most money for the charity.

NOTE:

A *Cruiser Racing Skipper* has met the requirements for skippering a SCOW cruiser in PHRF races. These include, but are not limited to, having demonstrated knowledge of the rules of racing and having served at least a couple of times as race crew on a SCOW cruiser. Details, on how to become a *SCOW Cruiser Racing Skipper* are found in the *SCOW Racing Policy* document.

Racing Skippers select their own crew. Boat allocations and skipper names are published on the SCOW website (see under the 'Race with SCOW' menu). Preference in a given series will be given to a signed-up crew who has not raced previously in the season.

To increase the likelihood of crewing on a racing cruiser, make an effort to become acquainted with each *Cruiser Racing Skipper* and express your interest. Contact the SCOW Racing Director for a list of names and contact information for *SCOW Racing Skippers*. Attend one or more of the DISC Tuesday evening races to meet the *SCOW Racing Skipper*.

Another way to get involved and make your interest known is to volunteer to help DISC with Race Committee work at Tuesday races. Contact the SCOW Racing Director if you are interested in occasionally crewing on Hiatus with fellow volunteers.

RACE FEES AND DUES

SCOW pays the associated series and regatta fees for the approved DISC races, but not DISC membership dues. *Cruiser Racing Skippers* selected to sail Rebecca or Skirmish in one of the KISS series or in the GEICO Cup must pay annual DISC membership dues. See the DISC website for DISC membership information.

Crew who participate in a DISC race series are also requested to join DISC and pay their membership fee. The DISC fees go toward the cost of the post-race dock parties that DISC organizes throughout the racing season.

Skirmish and Rebecca are competitive in this area and typically place in the top three in many of the series.

NOTE:

Anyone racing a Flying Scot in an officially sanctioned race, such as, for example, the District or World championships would similarly need to be a Flying Scot Sailing Association (FSSA) member and pay the relevant fees.

Race Committee

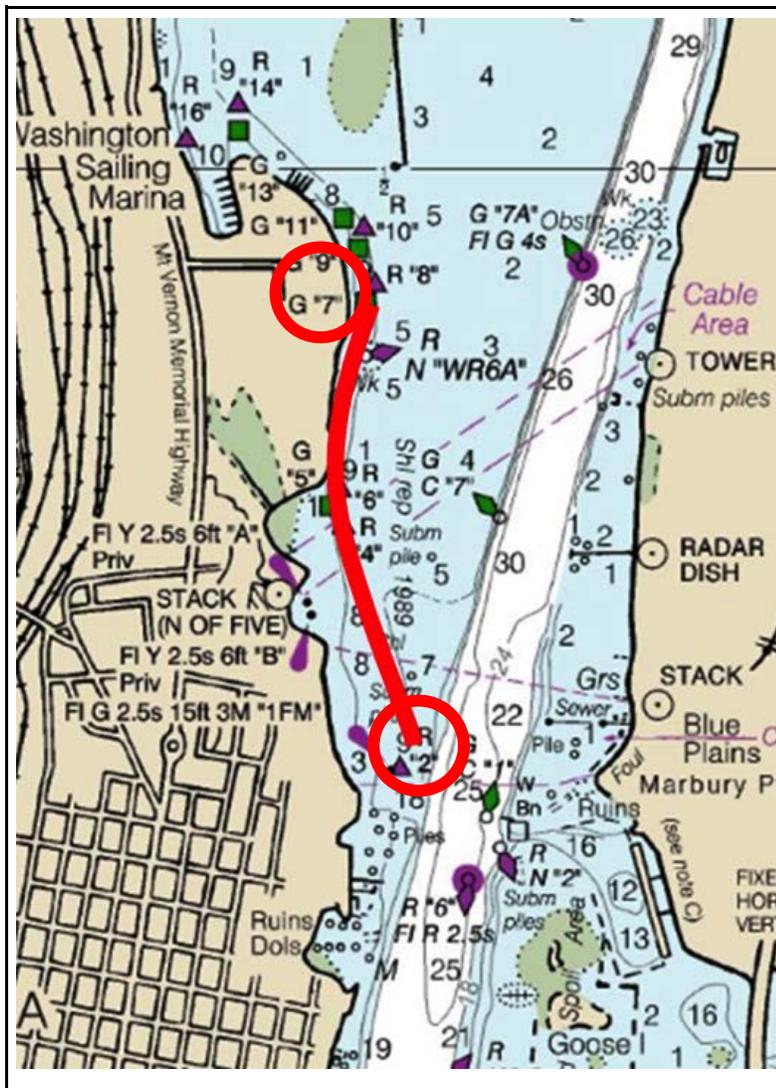
Volunteering & Sign Up

Volunteers are needed for Race Committee for both Wednesday Evening and Series racing.

Volunteers are asked to sign up online under the 'Race Committee' menu at SCOW's website.

The Principal Race Officer will monitor the sign ups and make sure that the Race Committee is adequately filled for each race day.

Race courses



Race courses will not be set up in the marina channel between day markers "2" and "7".

Racing boats, support boats or other equipment must not block or restrict non-racing vessels attempting to navigate the channel in this area.

Race courses will avoid the use of government day marks, used for navigation by non-racing boats.

Commercial vessels use radio channel 13.

Five short blasts given by a commercial vessel indicates danger of collision. **You must give way.**

Equipment

The race equipment (clipboard, countdown timer, etc.) needed by SCOW Race Committee is stored in the reserve locker.

SCOW does not supply equipment specifically for racing to skippers. Skippers are responsible for supplying their own Countdown timers, Compasses, or any other such equipment as permitted by the *Flying Scot Class Rules*.

Skippers are also responsible for fully checking their boat prior to leaving the dock, including items such as safety gear, spinnaker equipment, etc.

Radios

Each boat is equipped with a marine VHF radio, which is stored in the boat's safety bag. Each skipper is responsible for making sure it is charged and tuned to the right channel before leaving the dock. Unless otherwise specified at the Competitors' meeting, the SCOW Race Committee will broadcast all messages on Channel 68

Flags

Race Committee Flag. Designates the location of the race committee. The Race Committee flag must be flown by the committee boat when anchored in the main body of the river.



Flying Scot Class Flag. When flown signals that the Flying Scots are in the start countdown sequence. This flag is lowered at the start of the race. Racing rules apply from the moment that the Class Flag is raised.



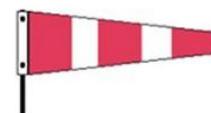
Start Line. The Start line at the committee boat end will be designated by a staff displaying an orange flag



"Y Flag". When flown, wearing of Personal Flotation Devices (PFDs) is required. Refer to SCOW procedures for when this is to be used.



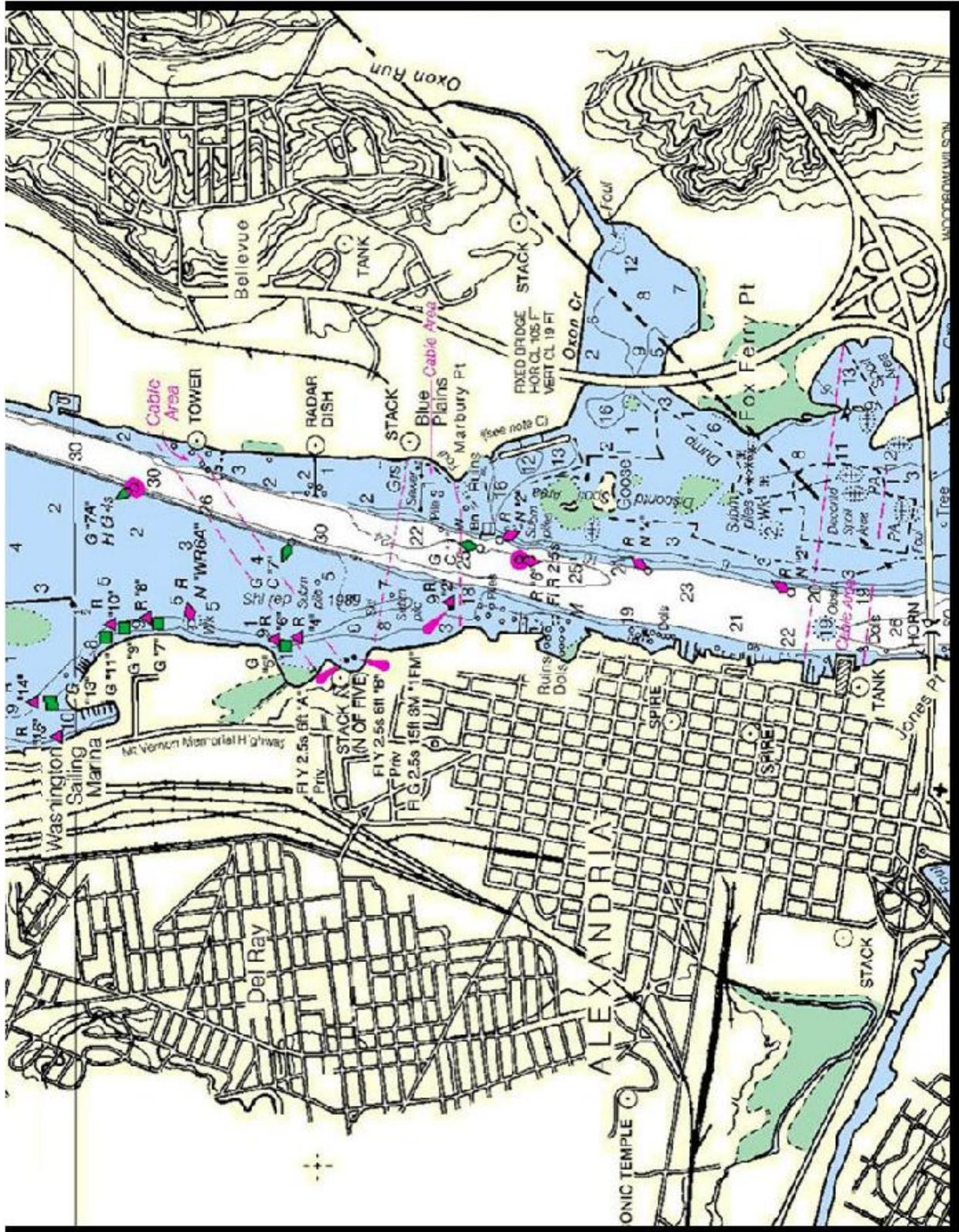
"AP" Flag. When flown all races are being postponed. This flag signals a "timeout".



Start Procedures

SCOW uses a standard five minute Rule 26 (RRS) start sequence for Series races and regattas. This is the accepted norm for regattas and is the one used at all Flying Scot regattas including regattas conducted by DC Sail and PRSA, our sister clubs. Scow uses a three minute start sequence for Wednesday evening races in order to expedite racing and get in as many starts as possible. This consists of a 3-minute start with audible signals on the whole minutes only. Competitors are expected to use countdown timers.

NOTE: The Start of a race is indicated by the raising and lowering of flags. The use of audible signals is for convenience only. Racing Rules come in to effect when the Class Flag is raised and racing begins when the Class Flag is lowered. Competitors are expected to keep the Race committee flags in view



For additional information contact
David Beckett
SCOW Racing Director
racing@scow.org



Sailing Club of Washington (SCOW)
PO Box 25884
Alexandria, VA 22313
www.SCOW.org