



Caloosahatchee Marching and Chowder Society (CMCS)

2016-17 Notice of Race and General Sailing Instructions

1 Rules

Races will be governed by the most recent version of The Racing Rules of Sailing, including current U.S. Sailing prescriptions. The International Sailing Federation's (ISAF) Offshore Racing Council's (ORC) Special Regulations concerning equipment to be aboard yachts while racing will apply to the extent provided in Sailing Instruction 19, Equipment.

2 Entries

CMCS races are open to boats owned or chartered by current CMCS members. Current CMCS members are those individuals who have completed and signed the CMCS membership application, paid the appropriate membership fee and whose application has been accepted by the CMCS board of directors. CMCS Races are also open to boats owned or chartered by non-current CMCS members that have completed and signed the CMCS racing entry and paid the appropriate fee.

3 Notices to Competitors

The Official Notice Board for CMCS Races is located on the CMCS web site (www.cmcs-sail.org).

4 Changes to Sailing Instructions

Any change to the General Sailing Instructions will be posted on the CMCS website (www.cmcs-sail.org) before 0001(12:01 AM) Eastern Time on the day it will take effect, except that any change to the schedule of races will be posted by 2000 (8:00 PM) on the day before it will take effect. Any changes to specific racing events will be e-mailed to all entrants (competitors) prior to Midnight Eastern Time immediately prior to the event.

5 Fleet Organization

The fleet will be organized into Divisions. These Divisions will be designated as follows:

- Division 1 – Grey Division..... Multi-Hull Division 
- Division 2 – Yellow Division.....Spinnaker Division 
- Division 3 – Green Division.....Non-Spinnaker Division 
- Division 4 – Magenta Division....True Cruising Division 

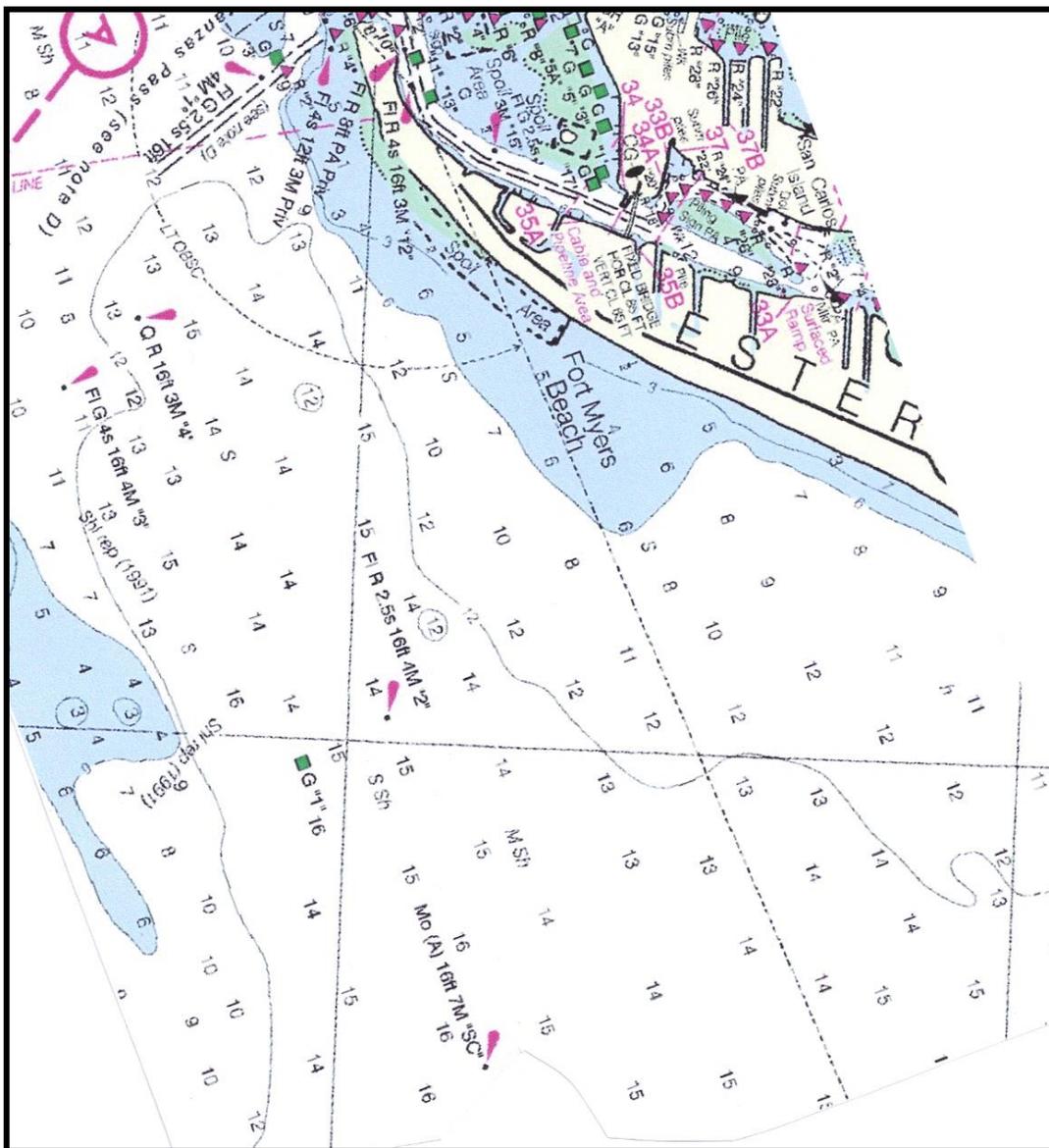
For all regattas, the race starting sequence will be specified by the race committee prior to the warning flag for the first start of each race. The race committee may change starting sequences for subsequent races of a regatta. Divisions may be combined for starting purposes at the discretion of the race committee.

6 Identification

A boat should display its sail number or other distinct identification on mainsails, overlapping headsails, spinnakers (rule 77) or other readily seen parts of the boat, including its hull. While racing, each boat should display the appropriate colored pennant identifying its racing division.

7 Racing Area

The general Racing Area is in the vicinity of SC light and Marker #4. This chart should NOT be used for navigational purposes. Use NOAA chart #11427 and/or additional relevant NOAA charts for navigation.



8 Marks

Selected government marks used by CMCS for races in the Gulf of Mexico.

Fixed Marks

<u>Name</u>	<u>Description</u>	<u>Latitude</u>	<u>Longitude</u>
“SC”	San Carlos Light	26 25.13 N	081 57.55 W
“2”	Red Daymark	26 26.07 N	081 57.88 W
“4”	Red Daymark	26 27.11 N	081 58.68 W
“6”	Red Daymark	26 27.93 N	081 59.86 W

The Chart and Tables provide general information only and are not to be used for navigational purposes. No warranty or claim of any type is made regarding the accuracy of the information portrayed.

9 Courses

The starting area for each race is included in the Individual Notice of Race.

9.1 Courses for CMCS Races

Courses for CMCS Buoy Races may be found in Appendix “A” of these Sailing Instructions. Courses for CMCS Long Distance Races may be found in the Individual Special Sailing Instructions for each event.

9.2 Course Signals

No later than the warning signal, the race committee signals boat will display the alphanumeric characters designating the course together with the distance and direction to the first mark.

9.3 Course Changes

Neither the course nor the positions of marks will be changed after the preparatory signal. This changes Rule 33. The course may be shortened in accordance with Rule 32. When a race has been shortened at a rounding / finish mark, boats shall pass between that mark and the “S” flag on the Race Committee in the direction from the previous mark to the new finishing mark. The race committee will attempt to notify competitors by way of a general radio announcement on VHF channel 72, flying the “S” flag, and signaling all competitors approaching the new finish line with two short blasts of its horn.

9.4 Missing Marks

If a competitor observes that a mark of the course is missing during a race, the competitor should notify the race committee by VHF channel 72 as soon as possible. Upon receiving such notification the race committee may request other competitor(s) to confirm that a mark of the course is missing (Example: “CMCS Fleet, Boat X reports that mark Y is missing. Can any other competitors confirm this report?”). Upon receiving confirmation, the race committee may abandon the race, making the required visual and sound signals (Code flag N with 3 sound signals if the race will be re-sailed; code flag N over A with 3 sound signals if the race is abandoned and will not be re-sailed. Note, the RC can replace code flag N with N over A if it decides later not to re-sail the race.) This changes Rule 32.1(d). The race committee may also make a courtesy

broadcast notifying competitors that the race has been abandoned.

9.5 Re-sailing Abandoned Races

If a race is abandoned (Code flag N), competitors should return to the starting area to await further instructions from the race committee. The race committee should endeavor to re-sail abandoned races as soon as practical, however the race committee will not begin a new starting sequence after 1430 hrs. Any abandoned race not re-sailed on the day it was originally scheduled is cancelled.

10 The Start

Races will be started by using rule 26 as follows:

Races will be started using the following signals. Times should be taken from the visual signals; the absence of a sound signal should be disregarded. As a courtesy, the race committee *may* sound a series of short sound signals (attention!) approximately one minute before the beginning of the initial starting sequence. This is not a mandatory requirement and not grounds for redress.

<u>Signal</u>	<u>Flag and Sound</u>	<u>Minutes before Starting</u>	<u>Signal</u>
Warning	Section flag; one sound	5	
Preparatory	P, I, Z, Z with I, or black flag; one sound	4	
One-Minute	Preparatory flag removed; 1 long sound	1	
Starting	Section flag removed; 1 sound	0	

The warning signal of each succeeding division will be made with or after the starting signal of the preceding division. **Unless the Race Committee announces otherwise, in CMCS races starts will be a “rolling start sequence” with no time between the start of the previous division and the warning flag for the current division.**

The starting line will be between the orange flag on the race committee signals boat and the starting mark. Boats whose warning signal has not been made should avoid the starting area. The starting area is defined as extending one half the length of the starting line in all directions from the starting line.

10.1 Starting Additional Races on Multiple Race Days

When it is the intention of the Race Committee to run an additional race on a given day, the RC will signal its intention to run another race that day by displaying the Second Substitute pennant (blue / white) from the Signals Boat at the finish of the previous race.

After finishing, competitors should stay clear of the Finishing Line and observe the starting area boundaries. **The Second Substitute pennant will be lowered with multiple sound signals one minute before the Warning Flag is signaled for the next race.**

11 The Finish

The finishing line will be between the solid blue flag or orange flag on the race committee signals boat and the finishing mark.

12 Schedule

The Schedule of CMCS races is incorporated into this document by reference and is hereby made part of these Sailing Instructions. The scheduled starting times for Divisions for each race or series of races are given in the Schedule. When more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable after conclusion of the previous race.

13 Penalty System

The Two-Turns Penalty, rule 44.2, will apply except that a one-turn penalty will apply for breaking rule 31, touching a mark. When taking the one-turn penalty, the boat is not obligated to re-round the mark.

14 Time Limits

The time limit for each Division of all races except long distance races will be 30 minutes after the first boat in that division finishes. Boats failing to finish within the time limit will be scored "TLE" (Time Limit Expired) without a hearing. This changes rules 35, 63.1, A4 and A5. For all races, except long distance races, the Race Committee may abandon a race for that particular division prior to the finish of any boat in that Division, regardless of the time elapsed. The Race Committee may, at its discretion, and with the permission of the competitor, assign a finish time to that competitor and request the competitor to return to the starting area without further delay.

The time limit for each Division in long distance races will be 1 hour after the first boat in that division finishes. Boats failing to finish within the time limit will be scored "TLE" (Time Limit Expired) without a hearing. This changes rules 35, 63.1, A4 and A5. For the San T'weenie Race, if no boat in a particular Division finishes within 7 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. For the Jerry Pim Memorial Estebel Night Race, if no boat in a particular Division finishes within 5 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. For the Kayusa Cup Race, if no boat in a particular Division finishes within 6 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. Time limits for the Summerset Regatta will be announced in the Summerset Regatta Sailing Instructions.

15 Protests and Requests for Redress

Rules concerning protests redress, and related matters, are in Part 5 of the Racing Rules of Sailing. A boat protesting another boat is reminded of the requirements of Rule 61- especially the requirements to inform the protested boat "at the first reasonable opportunity", hail the word PROTEST and "conspicuously display a red flag."

15.1 Notification

A boat intending to protest shall inform the race committee upon finishing or retiring from the race of the protest and the name and/or sail number of the protested yacht. If unable to notify the

race committee, a boat shall notify the Rear Commodore of Racing **within 1 hour** of the finish of the last race of the day.

15.2 Protest Forms and Time Limits

A protest form is available on the CMCS website (www.cmcs-sail.org). Protests and requests for redress shall be hand delivered or emailed to the Rear Commodore of Racing. The protest and redress period is three hours after the finish of the last race of the day.

The same time limit applies to all protests by the race committee and protest committee. This changes rules 61.3 and 62.2.

Requests for redress regarding finish times and calculations are to be filed with the Rear Commodore who will determine any necessary changes to scores and finishes. The time limit with respect to scoring discrepancies is two hours from the time the discrepancy is discovered but not later than five days after publication of the results of the race in question. Publication should be construed as posting on the CMCS website or upon distribution of race results to all competitors.

The protest committee may extend the protest/redress period if there is good reason to do so.

15.3 Notices of Protests

All notices of protests and requests for redress by boats, the race committee or protest committee will be posted on the Official Race Notice Board section of the CMCS web site (www.cmcs-sail.org) as a means to inform boats under rule 61.1(b).

15.4 Hearings

The Protest Committee will hear all pending protests and requests for redress (other than dealing with scoring discrepancies) at a location mutually agreed upon by all parties to the protest/redress as scheduled by the Protest Committee Chairperson. *Note: US. Sailing prescribes that any boat may participate in a redress hearing provided the protest committee receives a written request before the hearing begins. A verbal request to the Protest Committee shall be permissible.*

16 WPHRF Handicap System

Races will be scored using the WPHRF handicap system. Racers must have a WPHRF certificate (www.wphrf.org) to compete.

16.1 Racers without WPHRF Handicaps

New racers will be allowed to enter and will be given a provisional handicap good for one race day by the Rear Commodore of Racing. Thereafter, any racer not having a WPHRF handicap, or evidence that a WPHRF handicap was applied for, will be penalized 10 sec/mile against the provisional handicap until such time as evidence of a WPHRF handicap or WPHRF handicap application is received by the Rear Commodore of Racing.

17 Scoring

17.1 Individual Races

A boat's placement in a race will be based on her corrected finishing time. A boat's corrected finishing time will be calculated as follows:

Corrected Finishing Time = Elapsed Time - (Time Allowance Mileage x Handicap Rating)

Where:

Elapsed Time = The time between the starting time for the boat's section and the boat's actual finish time.

Time Allowance Mileage = The length of the course in nautical miles.

Handicap Rating = The boat's WFPHRF Handicap Rating in seconds per mile.

The boat with the shortest corrected finishing time will place first, the boat with the next shortest corrected finishing time will place second, and so on. Boats with equal corrected finishing times will be tied.

17.2 Individual Race and Series Scoring

Race series will be scored using the low-point scoring system. A boat will be awarded points equal to its finish position for each race.

Points awarded for scoring circumstances other than a normal *start* and *finish* will be as follows:

- **DNC** (Did not *start*; did not come to the starting area): number of starters in the boats division plus two (2) positions will be awarded.
- **DNS** (Did not *start* (other than DNC and OCS)): number of starters in the boats division plus one position will be awarded.
- **OCS** (Did not *start*; on the course side of the starting line at her starting signal and failed to *start*, or broke rule 30.1): finish position = number of starters in the boats division plus one position will be awarded.
- **ZFP** (Z flag penalty; 20% penalty under rule 30.2): finish position = normal finish position plus 20%.
- **DNF** (Did Not Finish): finish position = number of starters in the boats division plus one position will be awarded.
- **TLE** (Time Limit Expired): finish position = number of starters in the boats division plus one position will be awarded.
- **RAF** (Retired after *finishing*): finish position = number of starters in the boats division plus one position will be awarded.
- **DSQ** (Disqualified): finish position = number of starters in the boats division plus two (2) positions will be awarded. **DSQ's will always be counted. They will not be used as "throw-outs" in race or series scoring.**

Series positions are determined based on the points awarded for the best finishes in the counted races in a series, where counted races are equal to eighty (70) percent of the total races completed in a series. This changes rules 90.3(a), A2 and A4. A race is completed for a Division if it is scored for that division (Rule 90.3(a)). When computing counted races, fractional results will be rounded up when the number of races computed exceeds n.5 and rounded down when the number of races computed when the number of races computed is n.5, or less.

A boat's overall placement in a series will be determined by summing the points awarded to a

boat in all counted races then ranking competitors based on the total points earned. The boat with the lowest total points will place first; the boat with the next lowest total points will place second, and so on. This changes rules 90.3(a), A2 and A4. Ties will be broken as prescribed in Appendix A8 of the Racing Rules.

17.3 Committee Boat Points

When a competitor serves as committee boat for a race he will be awarded series points equal to the average points she earned for her best N-1 finishes in other races in that series, where N is the number of races counted to determine series placement. For committee boats serving for two races, she will be awarded series points equal to the average points she earned for her best N-2 finishes in other races in that series. For example, if four races are counted for series placement, the points awarded for serving as committee boat will be the average of the points for the committee boat's best three finishes in that series. This changes rule A2. ***Committee boat points will not be awarded for races that are cancelled or abandoned.***

18 Safety Regulations

18.1 Check-in Procedure

A boat intending to compete in the day's race(s) should check in with the committee boat. After the committee boat has anchored, and the L flag (come within hail) is flying, a boat intending to race should pass close astern of the committee boat on starboard tack and hail the boat's name, sail number and number of persons aboard. A boat must receive acknowledgment from the race committee to complete her check-in and ensure that she will be scored. Checking in by radio is discouraged. Boats checking in after the first warning signal should avoid the starting area until after their warning signal has been made.

18.2 Retirement

A boat that retires from a race or decides not to compete in later races that day should notify the race committee as soon as possible by hail or by radio on VHF channel 72. If the Committee boat cannot be reached, another yacht racing should be notified and a message relayed to the race committee by radio or cell phone. Boats retiring and notifying the race committee in a timely manner will be scored DNF. Boats retiring and NOT notifying the race committee in a timely manner will be scored DSQ.

18.3 No Sail Zones

The U.S. Coast Guard may have designated "Security Zones" from time to time. No boat should sail inside the Security Zone delineated by specially marked buoys surrounding a Security Zone. Security zones delineated by specially marked buoys are designated as *obstructions*.

19 Equipment

19.1 Race Categories

All CMCS races are designated as Category 4 races. A boat competing in a CMCS race should be equipped in accordance with WFPHRF rules for the applicable race category.

19.2 Owner's Responsibility

The safety of a boat and its crew is the sole and inescapable responsibility of the owner, or the owner's representative, who must do their best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. They must ensure that the boat is sound in all respects, that all required safety equipment is aboard, is properly maintained and stowed, and that the crew knows where it is and how it is used.

Neither the establishment of these special regulations, their use by the organizing authority, nor the inspection of a yacht under these regulations in any way limits or reduces the complete and unlimited responsibility of the owner or owner's representative. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone (Rule 4).

19.4 Inspection

A yacht may be inspected at any time. If she does not comply with these regulations her entry may be rejected, or she will be liable to disqualification or such penalty as may be prescribed by the national authority or the sponsoring organization. Inspections are not intended to verify seaworthiness, which is the owner's sole responsibility.

20 Radio Communications

The Committee boat will monitor VHF Channel 72. Competitors may use Channel 72 (or an alternate channel designated by the committee boat) to communicate with the committee boat concerning matters of health and safety. Except as permitted by these sailing instructions, a boat should neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones, fax, text and e-mail communications. Personal communications not related to weather or sea conditions, the day's race(s), or sailboat racing, and which could not be construed in any way as "outside help" are excluded from this restriction.

21 Race Committee Courtesy Broadcasts

The Race Committee may report visual signals displayed and other pertinent information over VHF Channel 72 (or an alternate channel as directed by the Race Committee). This information is provided as a courtesy to competitors and does not in any way alter their responsibility to observe the Race Committee's visual signals which govern the conduct of the race. Errors or omissions involving such courtesy broadcasts should not be grounds for redress. This changes rule 41 (outside help).

22 Prizes

22.1 Eligibility and Exceptions

1. To qualify for a trophy, a yacht's owner(s) or charterer(s) must have paid all dues and fees incurred during the current season.
2. A yacht must have finished the required race or races in order to qualify for a trophy.
3. Series trophy winners must have competed in, or served as committee boat for, at least the number of counted races in a series.

4. A single race trophy will be awarded for a yacht's single best finish within a series. Series trophy winners are not eligible for single race trophies within the same series. To be eligible for a single race trophy, a yacht must participate in no fewer than fifty (50) percent of the scored races in the series.

22.2 Individual Trophies

An individual race trophy will be awarded to a yacht for each special race based on the finish position and number of finishers in the following table.

Average Number of Starters	Trophies Awarded in Each Division
Less than 3	1
3 to less than 5	2
5 to less than 10	3
10 to less than 13	4
13 or more	5

The “average number of starters” in a Division is defined as [the total number of yachts that started in completed races in a regatta Division] divided by [the number of completed races in the regatta Division]. A boat serving as committee boat will be counted as a starter in her Division for the purpose of this calculation.

22.3 Series Trophies

Series Trophies will be awarded for the following series:

- Buoy Series

The number of trophies awarded in a Division will depend on the level of participation in the Division and will range from a minimum of 1 to a maximum of 5 as specified in the following table.

Average Number of Starters	Trophies Awarded in Each Division
Less than 3	1
3 to less than 5	2
5 to less than 10	3
10 to less than 13	4
13 or more	5

The “average number of starters” in a Division is defined as [the total number of yachts that started in completed races in a Division in that series] divided by [the number of completed races in a Division in that series]. A boat serving as committee boat will be counted as a starter in her Division for the purpose of this calculation.

Additional trophies (except perpetual trophies) are available for multi-owner boats at the owner's cost. Call the trophy Chairman at the start of the season for details.

23 Advertising

All CMCS races are Category “A” Club events per ISAF Appendix 1, Regulation 20.

24 Disclaimer of Liability

Competitors participate in CMCS races entirely at their own risk. See rule 4, Decision to Race. The organizing authority (CMCS) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after these races.

25 Cancellation

Racing may be cancelled or discontinued by the decision of the Race Officer/Race Committee and/or Rear Commodore of Racing due to weather or other conditions. Safety of the participants is the primary concern. In any event, the final decision to race is always the responsibility of the individual skippers. A general guideline that has traditionally been used is a forecast of sustained winds over 20 knots, although direction/duration/ambient temperature/precipitation/gustiness and expected number and skill levels of the participants may influence the decision making process. The decision to cancel racing is final and not subject to redress or other review.

Special Sailing Instructions **Individual Races and Series**

These Special Sailing Instructions (SSI's) modify and supplement the General Sailing instructions (GSI's). Therefore, for complete information, they must be read in conjunction with one another.

Buoy Series

The Buoy Series will consist of 9-15 races conducted on five race days. The first start will be at 10:00 AM (Warning flag at 9:55 AM) for all races. The Summerset Regatta is not part of the Buoy Series. The planned course configuration for each race may be selected / changed at the discretion of the Race Committee. The time limit for each section will be 30 min. after the first boat in each section has finished. Boats not finishing within the time limit will be scored "TLE" (Time Limit Expired). The Race Committee may abandon a race for that particular division prior to the finish of any boat in that Division, regardless of the time elapsed. The Race Committee may, at its discretion, and with the permission of the competitor, assign a finish time to that competitor and request the competitor to return to the starting area without further delay. Abandoned races not re-sailed on the same race day, as well as races cancelled, will not be sailed on alternate days and series best N finishes (17.2) will be adjusted accordingly. The buoy race regattas will be scored low-point based on the finish positions for each race. The buoy series will be scored based on each competitors best finish positions for counted races in the series. Counted races (22.3) are considered to be 70% of all scored races in the series. For regattas cancelled, the number of races scored in the series will be reduced accordingly.

Long Distance Races

The Long Distance Races will consist of up to 3 races conducted on up to three race days. The first start will be at 10:00 AM (Warning flag at 9:55 AM) for all races other than the Jerry Pim Memorial Estebel Night Race. The first start for the Jerry Pim Memorial Estebel Night Race will be at 6:00 PM (1800 hrs.) (Warning flag at 5:55 PM (1755 hrs.)). For each Long Distance Race, the time limit for each Division will be 1 hour after the first boat in each section has finished. Boats not finishing within the time limit will be scored "TLE" (Time Limit Expired). For the San T'weenie Race, if no boat in a particular Division finishes within 7 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. For the Jerry Pim Memorial Estebel Night Race, if no boat in a particular Division finishes within 5 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. For the Kayusa Cup Race, if no boat in a particular Division finishes within 6 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. If no boats in a particular Division finish within the specified time, the race for that Division is abandoned and not scored. Abandoned races not re-sailed on the same race day, as well as races cancelled, will not be sailed on alternate days.

Individual Notices of Race.

Saturday, January 23, 2016. Chili Cook-off Regatta (Buoy Series). This is the first race of the new year and will be held off of Fort Myers Beach in the Gulf of Mexico. The race format will be up to three buoy races with the starting area in the vicinity of Marker 2, entrance to San Carlos Bay. After the race, the Club will host a Chili Cook-Off social. This is always a fun event and a good way to warm up and wind down after a day of racing. Bring your crew! See the club newsletter for further details for the social event.

Saturday, February 13, 2016. Edison Gulf Regatta (Buoy Series). (This is a Caloosahatchee Boat of the Year Event) This regatta will take place off of Ft. Myers Beach in the Gulf of Mexico. The starting area will be in the vicinity of Marker 2, entrance to San Carlos Bay. The race format will be up to three buoy races. Plan on a skipper/crew party after the race. Time and location to be announced as this date draws closer.

Saturday, March 19, 2016. Shrimp Festival Regatta (Buoy Series). (This is a Caloosahatchee Boat of the Year Event) This regatta will take place off of Ft. Myers Beach in the Gulf of Mexico. The starting area will be in the vicinity of Marker 2, entrance to San Carlos Bay. The race format will be up to three buoy races. On Sunday evening, March 17, the Club will host a shrimp boil. This is always a fun event so get your crew organized early and sign up for the racing and shrimp boil! See the Club newsletter for further details for the social event.

Sunday, May 1, 2016. San T'weenie Race (Long Distance Series). This is a coastal distance race beginning outside of Redfish Pass off of Captiva Island in the Gulf of Mexico and finishing at marker 6 north of San Carlos light. This race is approximately 21 nm long. The time limit for each Division will be 1 hour after the first boat in that division finishes. Boats failing to finish within the time limit will be scored "TLE" (Time Limit Expired) without a hearing. This changes rules 35, 63.1, A4 and A5. If no boat in a particular Division finishes within 7 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. This race is being held in conjunction with the T'ween Waters Cruise. Check out the cruise and dockage information in the club newsletter. There will be a social on Saturday evening for all racers and cruisers at T'ween Waters Inn on Captiva Island.

Saturday, May 7, 2016. Jerry Pim Memorial Estebel Night Race (Long Distance Series). This is a coastal distance race beginning in the evening off of Ft. Myers Beach near marker 2 and sailing off into the sunset towards Knapps Point off of Sanibel Island and returning to the starting area under starlight. The actual distance and location of the turning mark off of Knapps Point will be announced just prior to the race, depending on wind and weather conditions. The time limit for each Division will be 1 hour after the first boat in that division finishes. Boats failing to finish within the time limit will be scored "TLE" (Time Limit Expired) without a hearing. This changes rules 35, 63.1, A4 and A5. If no boat in a particular Division finishes within 5 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. This race honors Jerry Pim, a long serving member of CMCS in many capacities. Jerry was very instrumental in the development of the CMCS racing program.

Saturday, June 11, 2016. Ladies Day Race. This regatta will take place off of Ft. Myers

Beach in the Gulf of Mexico. The starting area will be in the vicinity of Marker 2, entrance to San Carlos Bay. The race format will be up to three buoy races. For this Regatta only, **special rules are in effect**. A female must be at the helm at all times from the preparatory flag prior to the yachts start to the time a yacht finishes. Entry for this event is separate from the other racing events and will require a special entry form and entry fee. Special awards will be presented for this event at a post-race party. Start gathering your crew early!

Saturday, September 17, 2016. Kayusa Cup (Long Distance Series). (This is a Caloosahatchee Boat of the Year Event) This is a coastal distance race starting in the vicinity of San Carlos Light and racing along the Gulf side of Sanibel Island and Captiva Island, finishing off of Redfish Pass. The time limit for each Division will be 1 hour after the first boat in that division finishes. Boats failing to finish within the time limit will be scored "TLE" (Time Limit Expired) without a hearing. This changes rules 35, 63.1, A4 and A5. If no boat in a particular Division finishes within 6 hours of the start for that Division, the race shall be abandoned for that Division and not re-sailed. This race is held in conjunction with the CMCS South Seas Cruise. This race honors Betty and Bob Kayusa who were long-time members of CMCS and avid racers. The Kayusa Cup is a perpetual trophy awarded to the yacht with the best overall corrected time for the race. Plan to attend the post-race party at South Seas Plantation and Resort. See the club newsletter for details of the social activities and docking information.

Saturday and Sunday, October 8-9, 2016. 49th Annual Summerset Regatta. (This is a Caloosahatchee Boat of the Year Event) This Regatta is the kickoff for the fall and winter racing program and definitely the highlight of the CMCS racing schedule! Activities abound beginning with the Friday social and skippers meeting. On Saturday, there will be up to four buoy races in the Gulf of Mexico in the vicinity of San Carlos Light. On Saturday evening, there will be an outdoor poolside cocktail social at the Pink Shell Resort followed by a coastal distance race on Sunday along Ft. Myers Beach. The weekend is capped off by a Sunday evening awards banquet at the Pink Shell Resort. There will be more information available from the Summerset Committee as the Regatta nears. The Summerset Regatta has its own website: www.SummersetRegatta.com. Check the website periodically for updated information.

Saturday, November 5, 2016. Festival of the Islands Regatta (Buoy Series). (This is a Caloosahatchee Boat of the Year Event) This regatta will take place off of Ft. Myers Beach in the Gulf of Mexico. The starting area will be in the vicinity of Marker 2, entrance to San Carlos Bay. The race format will be up to three buoy races. Plan on a skipper/crew party after the race. Time and location to be announced as this date draws closer.

Saturday, December 10, 2016. Commodores Cup Regatta (Buoy Series). (This is a Caloosahatchee Boat of the Year Event) This regatta will take place off of Ft. Myers Beach in the Gulf of Mexico. The starting area will be in the vicinity of Marker 2, entrance to San Carlos Bay. The race format will be up to three buoy races. The Commodores Cup is a perpetual trophy awarded to the yacht in each division with the best overall corrected time. After the races, the club will honor its outgoing Commodore at a club social. See the club newsletter for specifics for this social as time draws closer to this event.

Saturday, January 21, 2017 (Tentative date) Chili Cook-Off Regatta. This is the first race of the new year and will be held off of Fort Myers Beach in the Gulf of Mexico. The race format will be up to three buoy races with the starting area in the vicinity of Marker 2, entrance to San Carlos Bay. After the race, the Club will host a Chili Cook-Off social. This is always a fun event and a good way to warm up and wind down after a day of racing. Bring your crew! See the club newsletter for further details for the social event.

Lou Tilley Memorial Fun Races. From time to time, club members organize informal fun races on Sunday afternoons. The events are VERY flexible and generally a function of the weather conditions. The racing is generally reaching rather than beating or running, for greater comfort! Dates and times for these events will be announced via e-mail a few days prior to the event. These races were named after Lou Tilley, a long time CMCS member and sponsor of the awards for the initial Fun Races.

Summary of Basic Situations

Under The Racing Rules (2013-2016)

This is a simplified explanation of the basic racing rules and is not intended to replace the Racing Rules of Sailing 2013-2016 (as amended). You are encouraged to consult your rule book for specifics, including definitions of **bolded** terms.

A boat may not use her engine for propulsion from four minutes before her starting signal until after she has cleared the finish line. (Definition of Racing and RRS 42)

A boat shall avoid contact with another boat. (Rule 14).

When a right-of-way boat changes course, she shall give the other boat **room to keep clear** (Rule 16).

When boats are on opposite **tacks**, a **port-tack** boat shall **keep clear** of a **starboard-tack** boat (Rule 10).

When boats are on the same **tack** and **overlapped**, a **windward** boat shall **keep clear** of a **leeward** boat. (Rule 11).

A boat **clear astern** that becomes **overlapped** to **leeward** of a **windward** boat shall not sail above her **proper course** while the boats remain **overlapped**. (Rule 17)

When boats are on the same **tack** and not **overlapped**, a boat **clear astern** shall **keep clear** of a boat **clear ahead** (Rule 12).

An inside boat is entitled to **room** at a **mark** or **obstruction** provided she established her **overlap** before reaching a **three-length zone**.

If a boat is **clear ahead** when she reaches the **three-length zone**, the boat **clear astern** shall **keep clear** even if an **overlap** is established later.

If two boats are approaching a **mark** or **obstruction** on opposite **tacks**, and one of the boats passes head to wind within the **three-length zone** and is then on the same **tack** as a boat that is fetching the mark, the boat that **tacked** shall **keep clear** of the boat that did not **tack**.

When **starting**, an inside boat is not entitled to **room** at the committee boat or starting mark. The race committee boat is not considered an **obstruction**.

A boat has not **proper course** before her starting signal.