

2024 MMYC DF65 and DF95 Series

Corresponding to the Seasons of the Year

Camden Public Landing
Camden, Maine

Tennyson Pond
Rockland Maine

Crawford Pond
Union, Maine

The Organizing Authority
is the
Maine Model Yacht Club
(AMYA #396)

SAILING INSTRUCTIONS

- RULES:** All MMYC racing series are governed by the Racing Rules of Sailing (“RRS”) as modified by Appendix E regarding radio sailing ([here](#)), the prescriptions of US Sailing ([here](#)), the Restricted Class Rules of the DragonForce 65 (“DF65”) ([here](#)) and DragonFlite 95 (“DF95”) classes ([here](#)); and these Sailing Instructions. Any changes to the above-referenced rules made by these Sailing Instructions are noted below (**in BOLD**) in the specific instructions where they apply.
- SPORTSMANSHIP AND CORINTHIAN SPIRIT:** Above all, remember that we are engaged in a friendly competition in the Corinthian spirit of fair play. We race for the love of sailing. At MMYC events, winning is not everything. Behavior that is deemed to be a breach of RRS 2, or of good sportsmanship, or of good manners, or which may bring the sport into disrepute, will not be tolerated. The Commodore, Vice Commodore, or Race Director can penalize such behavior, including by exclusion from a race or series.
- NOTICES TO COMPETITORS:** A Notice of Race (“NOR”) for both DF65 Seasonal Series and DF95 Biannual Series are available on the MMYC website [here](#). Reminder notices about upcoming races will generally be distributed by (a) email to the MMYC Mailing List, and (b) posting on the MMYC Facebook page ([here](#)). Race cancellations, postponements, and location changes will, when possible, be distributed in the same manner. To have your name added to the MMYC Mailing List, contact commodoremmyc@gmail.com.
- CHANGES TO SAILING INSTRUCTIONS:** At the sole discretion of the Race Director, verbal changes to these Sailing Instructions may be made at any time. All competitors on site will be notified orally. **NOTE: This changes RRS 90.2(c).**

5. **SCHEDULE OF RACES:** MMYC will conduct four DF65 Seasonal Series and two DF95 Biannual Series in 2024. Each DF65 Seasonal Series starts on or after a Solstice or Equinox and will consist of no more than 12 race dates. Each DF95 Biannual Series starts on or after a Solstice and will consist of no more than 10 race dates. Depending on the season and venue availability, DF65 races will be held on Sunday or Wednesday afternoons, and DF95 races will be held on Sunday, Monday, or Wednesday afternoons. A full schedule of projected race dates, locations, and start times can be found on the MMYC website [here](#) for DF65 races and [here](#) for DF95 races.

6. **RACING FORMAT:** All competitors of the same class will race as one fleet, with all boats starting at the same time. At the sole discretion of the Race Committee, a simple “Odds & Evens” heat management system may be implemented when the number of boats competing in a race exceeds 14. Under the Odds & Evens system, skippers will be randomly assigned to either the Odd or the Even fleet for their first heat. After Odd Heat #1 and Even Heat #1 are completed, all skippers who finished in an odd position (1, 3, 5, 7, etc.) will race in Odd Heat #2, and all skippers who finished in an even position (2, 4, 6, 8, etc.) will race in Even Heat #2. This pattern is repeated for all subsequent heats – i.e., all subsequent Odd Heats will include boats that finished in an odd position in their last race, and all subsequent Even Heats will include boats that finished in an even position in their last heats. Odd Heats and Even Heats will be raced in equal number.

7. THE COURSE:

7.1 The Race Director will determine race courses based on current weather conditions and shall orally describe the course before each heat. Competitors are urged to listen carefully to the course description for each heat, as course changes between heats are common. Once a heat is started, the course shall not be altered or shortened.

7.2 A competitor is **not prohibited** from giving tactical or strategic advice, including reminders about course requirements, to a fellow competitor controlling a boat that is racing. **NOTE: This changes RRS E2.2.**

8. THE START:

8.1 The AMYA one-minute starting sequence will be used. The “*Warning*” signal is defined as when the auditory sequence begins; the “*Preparatory*” signal is defined as when the one-minute countdown begins. The “*Starting*” signal is defined as the beginning of the starting bell’s sound. **NOTE: This changes RRS E3.4(a).**

8.2 Boats whose Warning Signal has not sounded shall stay clear of the starting area.

8.3 The starting line will be between the center pins of the starting marks identified by the Race Director in describing the course before each heat.

8.4 The Race Director, at his sole discretion, may implement a starting penalty, to facilitate fair starting. The Race Director shall state to all competitors, prior to the Warning Signal, which penalty will be in place at the Preparatory Signal.

9. THE FINISH:

- 9.1 The finishing line will be between the center pins of the finishing marks identified by the Race Director in describing the course before each heat. Competitors shall verify their sail number when crossing the finish line. Boats that have finished a heat shall stay clear of boats that are still racing.
- 9.2 In an effort to expedite racing, the Race Director, at his sole discretion and in consultation with competitors, reserves the right to score boats still on the course in ranked order or as Did Not Finish (DNF). **NOTE: This changes RRS A5.2.**

10. HOLDS:

- 10.1 COMPETITOR REQUEST FOR HOLD: Prior to the Warning signal, any competitor may request that the Race Director delay the starting sequence for a maximum of five minutes for the repair of a technical problem or breakdown. Each competitor may be granted one such delay per race day.
- 10.2 RACE DIRECTOR DISCRETIONARY HOLD: At the sole discretion of the Race Director, holds may be announced from time to time for changes in wind and weather conditions, tuning or similar adjustments, recovery of disabled boats, changes to buoy placement, or any other reason.

11. SCORING:

- 11.1 RACE SCORES: The **Low-Point Scoring System** (RRS Appendix A) shall be used to score **races**. A race consists of as many heats as can be completed within the allotted time. A minimum of 4 heats must be completed to constitute a series race. A boat that starts, sails the course, and finishes a heat shall be scored one point more than the number of boats finishing ahead of it. RRS Scoring Rule A5.3 shall apply to boats scored DNS, NSC or DNF. One heat score will be excluded for every 5 heats scored, in accordance with RRS Scoring Rule A2.1. RRS Scoring Rule A8 shall apply to break ties in scoring races.
- 11.2 SERIES SCORE: The **Cox-Sprague Scoring System** shall be used to score **series**. A series consists of at least three but no more than twelve races. To qualify for ranking in the final series standings, a boat must be scored in at least fifty percent (50%) of the races in the series. A boat that did not compete (DNC) in a race will not be scored for that race.
- 11.2.1 COMPUTING SERIES SCORES: For each race in the series, a boat shall be credited with the number of points indicated in the Cox-Sprague Table ([here](#)) corresponding to its finishing place and the number of boats competing in that race. A qualified boat's series score shall be the number obtained by dividing its total points credited by its total possible points, multiplying by 100, and rounding to three digits after the decimal.
- 11.2.2 EXCLUDED SCORES: A boat that meets the qualifying threshold shall have its worst score excluded. A boat that exceeds the qualifying threshold by three scores shall have its two worst scores excluded, and a

boat that exceeds the qualifying threshold by six scores shall have its three worst scores excluded.

11.2.3 TIEBREAKER: In the event of a tie between qualified boats, the tie shall be broken in favor of the boat that wins a sail off, the format of which will be determined by the Race Committee.

12. PENALTY SYSTEM:

12.1 A boat may protest another competitor by making a proper hail, as defined in RRS E2.1 and in compliance with RRS E6.3. The protested boat may take a penalty in accordance with RRS E4.3. Boats recognizing their own breach of a rule should take the same penalty. A protesting boat must report her intentions to protest to the Race Director at the conclusion of the heat where the incident occurred.

12.2 A boat may touch any mark without penalty except a starting line or finishing line mark while starting or finishing. **NOTE: This changes RRS 31.**

13. EQUIPMENT AND MEASUREMENT CHECKS:

13.1 A DF65 boat may use any of the standard DF65 rigs (including A+, A, B, or C), and a DF95 boat may use any of the standard DF95 rigs (including A, B, C, or D), at the discretion of the competitor.

13.2 A boat and her equipment may be inspected by the Race Director at any time for compliance with the Class Rules. If a boat or any measured equipment is found to have been modified in any way not permitted by the Class Rules, the competitor will be scored as "DNS" for all heats up to the point when the modifications were discovered during that race. Additionally, the competitor will not be permitted to race until the boat is measured to be in compliance with the Class Rules.

14. **DISCLAIMER OF LIABILITY:** Competitors participate entirely at their own risk. Neither MMYC nor its officers or members shall be liable for material damage or personal injury sustained at or in connection with these events and activities.

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Last Revised: January 2, 2024