



BILOXI YACHT CLUB

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Biloxi Yacht Club

Sailing Regulations

Revised – November, 2001

I. Purpose

The race committee shall conduct all races held under the auspices of the Club. It shall conduct all inter-club races held to determine the selection of the Lipton Team. It may select such sub-committees as necessary for handling races. It shall have all the authority given the race committee by the USSA current rules, the Board of Directors of the Biloxi Yacht Club and the constitution of the Biloxi Yacht Club.

II. Classification of Skippers

The Race Committee shall group skippers into the following classifications insofar as BYC Intra-club Programs are concerned:

A. Expert

One deemed fully qualified and capable of handling a Flying Scot under normal racing and weather conditions, primarily with regard to the physical safety of the yacht and personnel aboard. To be upgraded to the Expert Class, one must satisfactorily complete a two-part test (see Appendix A), one on the water and one written. The on-the-water test (which must demonstrate the ability to master the three major points of sail, upwind, downwind and reaching) must be accomplished single-handedly. This includes rigging, sailing a designated course, land and un-rigging the boat. This test will be witnessed by at least three members of the BYC Race Committee. A written test on USSA racing rules will be administered by the Race Committee; a score of 70 (out of a possible 100) shall be considered passing. If either test is failed the first time - either or both may be taken at a later date. Once both portions of the two-part test are satisfactorily completed, one will be considered an Expert sailor in the BYC.

B. Class A

One who is not yet qualified as an expert, but is deemed by the Race Committee to be capable of handling a Flying Scot under the above conditions while under the supervision of an Expert skipper, who must be on board the racing yacht. If a Class A skipper is also boat qualified, he may sail in Intra-Club races without an expert on board the racing yacht. However, to sail in a GYA Regatta, an Expert Skipper must be on board with the Class A/Boat Qualified Skipper.

C. Junior

Skipper who has reached his or her twelfth birthday and will not have reached his or her 18th birthday during the calendar year, and must be considered by the Race Committee as capable of participating in Junior competition while under the direct supervision of an Expert skipper who must be on board the racing yacht. On an individual basis, the Race Committee may approve a Junior skipper as qualified for

Junior competition without having an Expert skipper aboard. However, all Junior race competitions must be under the overall supervision of a qualified person approved by the Race Committee.

D. Junior Expert

One deemed fully qualified and capable of handling a Club owned yacht under normal racing and weather conditions, primarily with regard to the physical safety of the yacht and personnel aboard. To be upgraded to Junior Expert one must satisfactorily complete a two-part test: one on the water (which must demonstrate the ability to master the three major points of sail, upwind, downwind and reaching) and one written. The on-the-water test will include rigging, sailing a designated race course (to include full use of the spinnaker), landing, and un-rigging the boat. Said skipper must be able to demonstrate rigging and un-rigging the boat single handedly. This test will be witnessed by at least two members of the Race Committee. A written test on USSA rules will be administered by the Race Committee; a score of 70 (out of a possible 100) shall be considered passing. If either test is failed the first time, either or both may be taken at a later date. Once both tests are satisfactorily completed, one will be considered a Junior Expert and may represent the Club in any approved regatta.

E. Boat Qualified

One deemed qualified as capable of handling a Club owned yacht under normal weather conditions, primarily with regard to the physical safety of the yacht and personnel aboard. To be classified as boat qualified, one must satisfactorily complete a two part test: one on-the-water (which must demonstrate the ability to master the three major points of sail, upwind, downwind and reaching) and one written. The on-the-water test will be supervised by an Expert skipper and will include rigging, sailing a designated course, landing and un-rigging. A general knowledge test will be administered by the Race Committee; a score of 70 (out of a possible 100) shall be considered passing. If either test is failed the first time, either or both may be retaken at a later date. Once both portions of the two-part test a satisfactorily completed, one will be deemed boat qualified.

F. Optimist Dinghy Boat Qualified

Skipper who has reached his/her 8th birthday and will not have reached his/her 16th birthday during the calendar year. To be classified as boat qualified, one must satisfactorily complete a two part test: one on-the-water (which must demonstrate the ability to master the three major points of sail, upwind, downwind and reaching) and one written. The on-the-water test will be supervised by an Expert skipper and will include rigging, sailing a designated course, landing and un-rigging. A general knowledge test will be administered by the Race Committee; a score of 70 (out of a possible 100) shall be considered passing. If either test is failed the first time, either or both may be re-taken at a later date. Once both portion of the two-part test are satisfactorily completed, one will be deemed boat qualified.

G. Optimist Dinghy Expert

One deemed full qualified and capable of handling an Optimist under normal racing and weather conditions, primarily with regard to the physical safety of the yacht and personnel aboard. To be upgraded to the Expert Class, one must satisfactorily complete a two part test: one one-the-water (which must demonstrate the ability to master the three major points of sail, upwind, downwind and reaching) and one written. The on-the-water test will be accomplished single handedly. This includes rigging, sailing a designated course, landing and un-rigging the boat. This test will be witnessed by at least two members of the Race Committee. A written test on USSA racing rules will be administered by the Race Committee; a score of 70 (out of a possible 100) shall be considered passing. If either test is failed the first time, either or both may be taken at a later date. Once both portions of the two-part test are satisfactorily completed, one will be considered an Expert sailor in the Optimist Dinghy.

The Race Committee may at any time advance any skipper into a higher classification when, in its opinion, such person becomes so qualified and completes the requirements above. It is hoped that all skippers in the Junior and Class A categories will develop as quickly as possible and become qualified as experts.

III. Scheduling of Races

A. One Design

Whenever possible, races for all classes will be scheduled for Saturday and Sunday. All Junior races may also be scheduled for Thursdays. At the direction of the Race Committee Member in charge, regularly scheduled races may be canceled or postponed if enough skippers are not available at the designated start time.

The schedule for weekend races at the BYC will be posted every Monday on the Race Committee Bulletin Board. If you are scheduled and will be unavailable to sail on the date and time indicated, you must notify the office or the Race Committee, not later than the Friday prior to the weekend that you are scheduled, that you will not be available to sail. Failure to do so will result in a DNS for that scheduled race.

The Race Committee may vary the above schedule whenever circumstances warrant. The Committee may also schedule any additional special races for any classification of skippers that it deems relevant.

Experts, Class A's and Juniors will sail as scheduled. Their individual scores will be compiled in the usual manner according to the order of finish and will be used to determine the high point skipper for the year in each classification. In such races, Class A and Junior entries must each have an Expert skipper aboard and it is the sole responsibility of each entry to secure such Expert unless otherwise provided for by the Race Committee.

A minimum of Three (3) yachts shall be required for any scheduled race. However, scoring shall be on a basis of a Four (4) boat race.

Helmsman and two crew for a total of three (3) shall be the standard number of persons aboard racing Flying Scot Yachts; the minimum weight will be 390 pounds.

However, the helmsman, at his discretion, may take three (3) crewmembers for a total of four (4) persons aboard. The Race Committee member in charge may, at his discretion, waive the 390 minimum weight limit and allow the helmsmen to sail with only one crew member. However, during the Lipton Elimination Series, the 425 minimum weight rule will be strictly adhered to.

No crew should be handicapped due to lack of equipment. Only the maximum equipment available to all boats may be used in any race. Prohibition of using maximum equipment in any single race will not be used as a precedent for succeeding races.

B. PHRF Class

During the period of daylight savings time the PHRF class will race on Wednesday nights. The start time will be tentatively set at 1800. The racecourse of these races will be posted on either the Yacht Club bulletin board or on the Race Committee tower at the end of the BYC pier. Flying Scot races may also be scheduled to sail at 5 minutes after the start of the PHRF class. The amount of daylight will determine the length of the Flying Scot class to ensure that the boats will be docked before dusk. Special Sailing Instructions will be published to govern these races.

Races may also be scheduled during Saturday and Sundays at the discretion of the Race Committee.

IV. Authority for Organizing, Conduction and Judging Races

All races at the BYC will be sailed under the Racing Rules of Sailing as adopted by the USSA and amendments thereto except with in conflict with these sailing instructions or any amendments hereto, and these sailing instructions. In the event of a conflict, these instructions shall govern.

V. Posting of Courses

Courses shall be posted on the BYC Pier or the BYC bulletin board.

VI. Starting and Finishing Lines and Signals

Races will be started using rule 26, System 2, with classes starting at 5 minute intervals in the order Spinnaker then Non Spinnaker.

The starting line shall be between a mark south of the BYC Pier and a shape on the pier, or in the event a committee boat is used, the starting line shall be between an adjacent mark and the line flag on the committee boat.

The finishing line shall be between a mark south of the BYC pier and a shape on the pier, or in the event a committee boat is used, the finishing line shall be between an adjacent mark and the line flag on the committee boat. The race may be finished and course shortened at any time after the start by the Race Committee flying Code flag S. In the event Code Flag S is flown, boats shall finish between an adjacent mark and the line flag on the BYC pier or between the adjacent mark and the committee boat flying Code Flag S.

VII. Recalls

In the event of an individual or general recall, the Race Committee shall attempt to hail the vessel or vessels and shall sound a signal and shall lower the starting signal or raising Code Flag X for individual recalls or Code Flag First Substitute for general recalls. It is the inescapable duty of each skipper to properly start and failure to do so shall result in a "did not start."

VIII. Time Limits

There will be a time limit of three hours for BYC races from the start of the race to the finish of the first boat, unless otherwise specified.

IX. Scoring

The low point scoring system, Appendix A2 of the racing rules, will apply; each yacht's total score will be the sum of her scores for all races. No throw out races.

In the event of a tie in the BYC regular season championship that effects representation in GYA sanctioned regattas or entry into the BYC Lipton Elimination Series, there will be a one-race sail off.

X. Protest Committee

The Race Committee may sit as a protest committee or designates a subcommittee of qualified persons to act as a protest committee in hearing any protests arising out of BYC racing program. Protests will be heard as soon as reasonably possible at the direction of the Race Committee. The usual day for hearing protests will be each Monday evening. It is the responsibility of the involved skippers and their witnesses to be present at the protest hearings. Failure to appear without advance notice or excuse to the committee will permit the committee to decide the foul solely on the basis of the testimony that is available to at that time.

XI. Selection of the Expert Lipton Team

The Lipton Team of four members and two alternates will be selected by means of an elimination series consisting of eight races for the eight highest point Expert skippers of the year. To qualify for the elimination series, at least eight races must be sailed during the season, each boat being sailed twice. Whenever practicable, each of the four boats should be sailed once before sailing any boat a second time and twice before sailing a boat a third time, etc. Each skipper is responsible for seeing that he does not sail any boat more than twice in eight races and three times in twelve races, etc. Should he do so, he will be awarded 5th place automatically.

After eight races are completed, one race may be dropped upon sailing the 9th, 11th, 13th race and each second race thereafter.

Once the elimination series has begun, there will be no alterations made to the standing rigging of the yachts. Bottoms of the boats will not be cleaned or sanded after the elimination series has started; this also includes alterations to the center board. Only the rudder may be sanded or washed by individual skippers if they so desire.

If boat and or equipment failure results in a yacht to starting or finishing, it will be scored as a DNS or DNF as outlined in Scoring.

Only members in good standing of the BYC shall participate in this elimination series.

If there is insufficient interest in an elimination series then the Race Committee will select the BYC Lipton Team.

The Team Captain will be selected by the 6 members of the of the Lipton team.

XII. Selections of Skippers for GYA/Open Regattas

Skippers designated by the Race Committee to represent the BYC in Flying Scot races at other yacht clubs may include such races in compiling the number of races for high point skipper and the elimination series under these conditions:

1. Official Flying Scot races counting toward elimination must have been scheduled at the BYC on the same date or dates.
2. Not more than three such out of town races may be counted by any BYC skipper. If time factor requires the number of races to qualify for the elimination series to be reduced to 6 races, only one out of town race is counted; if reduced to four no out of town races are to be counted.
3. In designating skippers to represent BYC at out of town regattas, the Race Committee shall first consider skippers who are participating actively in the current sailing program at the BYC and their current standing in the season series.

The following procedures and rules will apply for skippers requesting permission to use a Club owned yacht at a regatta in the Open class.

1. The primary BYC Regatta Scot (designated by the Race Committee) will be used only in GYA Capdevielle Regattas and the Chapman Regatta. A secondary BYC Regatta Scot may be used in any GYA scheduled Flying Scot Regatta to include the Open class.
2. Optimist Dinghy's may be used in GYA or Optimist Dinghy Association Sponsored regattas. Parents of the Optimist Dinghy skipper are responsible for transporting said Dinghy to and from the regatta.
3. A member may use a BYC owned Flying Scot in the Open Class at GYA Capdevielle Regatta only if the BYC is represented in the GYA Capdevielle Class.
4. All interested skippers will sign up on the Race Committee Bulletin Board.
5. One week prior to the regatta, the Race Committee will draw names to see who gets use of the boat in the Open Class.

If for some reason this skipper is not able to attend the regatta, he must notify a member of the Race Committee or someone in the office 4 days prior to the regatta, that he will not be using the boat. If he fails to notify within this time frame, the Race Committee has the authority to suspend him from using a Club owned yacht in a regatta for a period of up to one year. Each case will be considered on an individual basis and reasons for not notifying will be taken into consideration.

BYC Defrased Expenses: As approved by the BYC Governing Board in June, 1990, the following subsidies for participation by Biloxi Yacht Club teams in Capdeville Regattas with the conditions set forth will be offered: \$40 per team for regattas held the Mississippi, or Alabama; \$100 per team for regattas held in Florida or Louisiana, up to a maximum total subsidy of \$1,000 per year and conditioned upon the team receiving the subsidy participating in the entirety of each regatta.

XIII. Awards

A. Expert

The skipper having the highest average in this class after having sailed a minimum of 8 scheduled races will be designated as BYC Champion.

B. Class A

The skipper having the highest average in this class after sailing a minimum of eight races will be awarded an appropriate trophy as high point Class A Skipper.

C. Junior

The Junior skipper having the highest average after sailing a minimum of six scheduled races will be awarded the CAPTAIN JOHN GRADY TROPHY as the BYC Junior Champion.

D. Lipton Elimination Series Champion

The expert skipper having the highest average during the 8 races Lipton Elimination Series will be declared the Elimination Series Champion and awarded an appropriate trophy.

E. The James W. Pringle Memorial Crew Trophy

This trophy will be awarded annually to a member of the BYC. The primary purpose of this trophy is to encourage maximum participation in the sailing program. The following rules apply:

1. Each member must crew a minimum of ten races and with a minimum of five different skippers to qualify for this trophy.
2. One point will be awarded each time you crew in a regular scheduled BYC race or you crew in a GYA regatta (GYA Capdevielle Class Only) or the MCYA Chapman Regatta. (as approved by Governing Board 7/9/2008)
3. ¼ point extra will be awarded each time you crew and your skipper wins.

F. Optimist Dinghy Trophy

The Optimist Dinghy Skipper having the highest average after sailing a minimum number of set scheduled races will be awarded THE WALTER SEYMOUR MEMORIAL OPTIMIST DINGHY TROPHY as the BYC Optimist Dinghy Champion.

G. Skipperette Champion

The Skipperette having the highest average after sailing a minimum number of set scheduled races will be awarded the SKIPPERETTE CHAMPIONSHIP TROPHY as the BYC Skipperette Champion.

H. Cruising Class

The yacht with the best overall finish in the BYC Challenge Cup series will be awarded the BYC CHALLENGE CUP CRUISING CLASS PERPETUAL TROPHY as the BYC Cruising Class Champion. The Race Committee shall determine the time and format for the BYC Challenge Cup Series.

I. Past Commodore's Trophy

The Past Commodore having the highest average after sailing a minimum number of set scheduled races will be awarded the DR. ROBERT J. SCHMIDT PAST COMMODORE'S TROPHY. This trophy shall be sailed for during the Memorial Day holiday weekend if at all possible, or at a time designated by the BYC Race Committee.

BYC Champion will automatically be entitled as such a choice of representing the BYC in the annual Race of Champions at the Sugar Bowl Regatta in New Orleans, LA, or representing the BYC in the Mallory Competitions in the following season.

The Elimination Series Champion will automatically be entitled as such to represent the BYC in either of the above competitions not chosen by the High Point Skipper. In the event either of the two above champions do not participate in the designated regattas, the Race Committee shall designate appropriate alternatives.

The Top Three High Point Skippers in the regular season shall represent the BYC in the GYA Opening Regatta the following year. Alternatives shall be selected based on order of finish in the regular season.

The Race Committee shall set the date and time of the BYC Annual Awards Ceremony. Preferably the Ceremony will be at the conclusion of the sailing season.

XIV. Knost Memorial Regatta, PCYC

Selection of skippers and crews for the Knost all girl regatta will be made by the Race Committee from those skipperettes having sailed a minimum of four races in Flying Scots prior to the selection date for that regatta.

XV. Use of Club Owned Yachts other than Scheduled Races

Club owned yachts, when not otherwise engaged in regularly scheduled races, may be used by club members as follows:

1. The skipper must be approved by the Race Committee as being fully capable of handling the yacht, and weather must permit safe cruising. A list of qualified skippers will be maintained by the Race Committee and available from the Club Manager.
2. Not more than six (6) persons in all may be aboard a Flying Scot. Not more than two (2) persons in all may be aboard an Optimist Dinghy.

3. Skipper must insure that an anchor, oar, and Coast Guard approved life jackets for each person are aboard the yacht, as well as a throw able flotation device.
4. Yachts may only be used during day light hours.
5. Yachts must remain in the area bounded by the Ocean Springs Yacht Club to the East, White Avenue to the West, and #2 Beacon of the Biloxi West Channel to the South.
6. A sign out sheet is provided which the skipper checking out the yacht must sign. Skippers will be assigned boats and shall use only that boat.
7. Optimist Dinghy's must remain in the area bounded by a line extending due south of Oak Street to the East, the Biloxi Commercial Harbor to the West, and Deer Island to the South. They must also be supervised by an adult and must wear lifejackets.

XVI. Use of Sails

The Race Committee may reserve one or more sets of sails designated as GYA sails, which may only be used in GYA Sanctioned **Capdevielle** or the Chapman Regattas. These reserved sails are usually the most recently purchased sails in the sail inventory. These sail may not be used for any other reason unless the Race Committee gives specific permission. The Race Committee may also reserve other sails for Club racing, which may only be used in sanctioned club racing and the Chapman Regatta. Failure to comply with these rules could result in the suspension of the offending person from sailing a BYC owned yacht in any capacity for any period include relieving the offending person from participating in the GYA Lipton Series.

XVII. Use of Club owned Scat Boats

Use of club owned scat boats is as follows:

1. The skipper must be approved by the Race Committee as being fully capable of handling the boat, and weather must permit safe use. A list of qualified operators will be maintained by the Race Committee and available from the Club Manager.
2. Not more than three (3) persons in all may be aboard a boat.
3. Skipper must insure that an anchor, oar, and Coast Guard approved life jackets for each person are aboard the boat, as well as a throw-able flotation device.
4. Boats may only be used during day light hours.
5. Boats must remain in the area bounded by the Ocean Springs Yacht Club to the East, White Avenue to the West, and #2 Beacon of the Biloxi West Channel to the South.
6. A sign out sheet is provided which the skipper checking out the boat must sign.
7. The battery, fuel tank and safety equipment are to be secured and not left on the boat after its use. The boat is to be chained and locked to the dock or trailer after use.

XVIII. Responsibility

Skippers of all classifications, including Juniors and in the latter class, their parents or grandparents also, shall be financially responsible for any damage to club owned yachts, their sails and other gear, which may result from the carelessness, negligence, gross mismanagement or flagrant violation of basic seamanship, rules of the road, or racing rules, while such yachts are in their custody, control or command.

It is the sole and non-delegable duty of the skipper not to alter or change the standing rigging of any yacht owned by the BYC unless expressly directed by the Race Committee. Penalty for violation of this provision shall be disqualification from the race involved or if not racing by appropriate penalty as determined by the Race Committee.

The above responsibilities shall not only apply to yachts while sailing or racing, but shall apply to proper mooring of the same either temporarily between races as well as final moorings of the yachts upon completion of the day's program. In either of the above cases, the skipper having last sailed the yacht shall be fully responsible for its safety while either temporarily moored between races or at final mooring for the day until subsequent skipper assumes command responsibility of the yacht. When and if fouls are claimed as a result of physical contacts between yachts while racing, the protest committee while hearing and adjudicating such fouls shall determine extent of any physical damage suffered by the contacting yachts, determine skipper's responsibility therefore and when deemed necessary, arrange for satisfaction of any damage or losses involved therein.

XIX. Special Regulations

Neither the Biloxi Yacht Club, nor any of its employees nor representatives shall be held liable for any damages or injury inflicted to any participant of these events.

Any participant who brings the results of any protest or appeal to a legal court of law in order to modify the decision waives all rights to any awards in this event.

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