



**Barnegat Bay Yacht Racing Association  
P.O. Box 4237  
Brick, New Jersey 08723**

## **CONDITIONS FOR THE CHAMPIONSHIP OF BBYRA CHAMPIONS**

### **1. THE CHAMPIONSHIP**

- 1.1. The regatta will be organized by the Barnegat Bay Yacht Racing Association (“BBYRA”), the Organizing Authority.
- 1.2. The regatta will be administered by the BBYRA Vice-Commodore.
- 1.3. A BBYRA active or associate member club approved by the BBYRA Executive Committee will host the regatta.
- 1.4. The objectives of the regatta are:
  - (a) to provide the highest quality regatta for the Champions of qualifying Classes,
  - (b) to encourage participation and promote excellence in racing,
  - (c) to showcase the host club, and
  - (d) to showcase the event sponsors, if any.

### **2. THE RULES**

- 2.1. The Championship of BBYRA Champions will be governed by the *rules* as defined in *The current Racing Rules of Sailing*, the Championship of BBYRA Champions Conditions, any Deed of Gift, and the class rules of the boats used except as modified by the Notice of Race and the Sailing Instructions.
- 2.2. The Notice of Race will be published by the Organizing Authority in conjunction with the host club and the event’s Chief Judge.
- 2.3. The Sailing Instructions will be prepared by the event’s Principle Race Officer in consultation with the Host Club and the event’s Chief Judge.
- 2.4. Any fees proposed by the host club shall be approved by BBYRA’s Vice-Commodore and, will be based on a reasonable estimate of the costs, and will be payable to the host club. The intent of this provision is to minimize expenses for participants and to foster good will and exchange among the BBYRA, the Host Club, and the Participants.

### **3. ELIGIBILITY AND ENTRY**

- 3.1. Eligible competitors shall be the prior year’s class Champions of BBYRA’s Championship Series and be members of the BBYRA at the time of the event.
- 3.2. Eligible competitors shall receive a written invitation from the BBYRA providing information about the regatta not less than sixty (60) days prior to the date of the regatta.

#### **4. RACE COMMITTEE AND PROTEST COMMITTEE**

- 4.1. No person may serve as a member of the protest committee or as the principal race officer when any competitor in the event is a close relative.
- 4.2. Volunteers in any capacity are expected to subordinate their personal and individual interests to the interests of the event and the sport of sailing.
- 4.3. The Protest Committee shall be composed of at least three members from the host club and/or BBYRA's protest committee. If at all possible, the Chief Judge shall be a certified US SAILING Judge or Senior Judge.
- 4.4. The Chief Judge, in conjunction with BBYRA's Vice Commodore, may advise and assist with the conduct and administration of any matters not covered by these Conditions, the Notice of Race, and the Sailing Instructions.
- 4.5. The principal race officer will be appointed by BBYRA's Vice Commodore in consultation with the host club and if at all possible, shall be a certified US SAILING Race Officer or Recognized Senior Race Officer.
- 4.6. The principal race officer shall form a race committee composed of members and guests of the host club and BBYRA's regatta committee.
- 4.7. The principal race officer shall allow a reasonable amount of time for competitors to rotate amongst boats and/or be provided with a breakdown boat without unduly delaying the event.

#### **5. VENUE AND BOATS**

- 5.1. BBYRA member clubs interested in hosting the Championship of BBYRA Champions shall present a bid through their Delegate(s), as soon as practical, to BBYRA's Commodore.
- 5.2. The Championship of BBYRA Champions shall be sailed in a class determined by BBYRA's Vice Commodore.
- 5.3. The Host club shall provide a blue streamer and a boat for each competitor plus a breakdown boat(s).
- 5.4. All equipment supplied by the host club shall be fully sound, and thoroughly seaworthy.

#### **6. REGATTA SCHEDULE AND FORMAT**

- 6.1. The Championship of BBYRA Champions shall be a one (1) day event. In the event the regatta is abandoned, it will not be rescheduled.
- 6.2. The racing schedule will be a five race series. Should wind, weather, or other conditions make it impossible to complete all five (5) races within a publicized time, the event will be terminated and the results based upon the completed number of races. Three (3) races must be completed to constitute the Regatta.
- 6.3. Competitors shall rotate amongst boats between races as agreed upon by the BBYRA and host Club. A method of rotation is described in #17 below. A minimum rotation of one boat swap during the event is required. The intent is to prevent a disparity of boats from affecting the outcome of the regatta.
- 6.4. Rotation of boats shall be managed in a safe and efficient manner in close proximity to the racing area so as not to delay the event.

#### **7. COURSES**

- 7.1. The courses provided for the Championship of BBYRA Champions shall be of a configuration and duration to provide the best racing for the selected class boat. Course configuration may be windward/leeward, triangle, or some combination thereof.
- 7.2. Course length should provide for 20 to 40 minute races.

#### **8. SCORING**

- 8.1. The Low Point Scoring System of RRS Appendix A will apply, modified so that each Competitor's series score will be the total of his/her race scores.

## **9. PRIZES**

- 9.1. The winner of the Regatta will receive two large championship flags, one for themselves and one for their club, plus a trophy. The Second and Third place competitors will receive a trophy.

## **10. LIABILITY AND DAMAGE**

- 10.1. Competitors should have or seek their own insurance coverage for personal goods and liability protection. The host club shall provide evidence to BBYRA and the competitors of borrowed boat insurance.
- 10.2. Host clubs shall not require a competitor to assume any liabilities of the Organizing Authority, race committee, protest committee, host club, sponsor or any other organization or official involved with the event.
- 10.3. Any Competitor found responsible for a collision that results in serious damage and is disqualified by the Protest Committee will be scored DNE (Disqualification Not Excludable). An additional damage deposit will be required of that competitor to continue in the event.
- 10.4. Immediate withdrawal from the race in progress and assistance to any affected parties may mitigate the DNE stipulation. NOTE that the intent here is to recognize that while accidents do happen, bad sportsmanship and reckless behavior is a choice that will not be taken lightly. Borrowed boats are the sustenance of this event. Every effort to avoid damage to these boats should be exercised by the competitors AT ALL TIMES.

## **11. POWERLINE HAZARDS**

- 11.1 All sailing activities for this event shall be conducted at a site free of any overhead power line hazards.

## **12. PFD USE**

- 12.1 All competitors shall wear, while on the water, a U.S. Coast Guard approved PFD, except for brief periods (two 2 minutes or less) while changing clothing. The PFD must be worn outside of all clothing, including foul weather gear, and be properly secured except that a thin shirt may be worn over the PFD to prevent snagging on lines and equipment.

## **13. COMPETITOR CONDUCT and COACHING**

- 13.1 No competitor shall use, either on or off the water, any illegal drugs or other controlled substance.
- 13.2. No competitor, member of the race committee, or member of the safety patrol shall use alcohol during the event until after scores become final and all protests, if any, decided. The consumption of alcohol by competitors under age 21 is strictly prohibited both on and off the water during the entire event.
- 13.3. No coaching may be utilized by competitors while on the water during the competition.

## **14. SAFETY/PATROL/COMMITTEE BOATS**

- 14.1. The host club after consultation with the event's principal race officer will provide an adequate number of safety/patrol/committee boats.

## **15. BREAKDOWNS**

- 15.1. The breakdown boat(s) shall be in close proximity to the racing area at all times during the event so as not to delay the event if a breakdown boat is needed.
- 15.2 If a competitor requests breakdown points in a race, he/she shall fly the blue streamer supplied during registration at the earliest opportunity during the race, and shall notify the race committee upon finishing.
- 15.3 Breakdown requests shall be filed in the same manner as protests using the standard US Sail protest form.

- 15.4. The blue breakdown streamer shall be flown conspicuously. All competitors must ensure that the blue streamer is aboard at the beginning of each race.
- 15.5. Competitors may request replacement of lost gear or repair to their boat by displaying the blue Breakdown streamer during the race, and shall notify the race committee upon finishing of their request.
- 15.6. At the discretion of the principal race officer, a competitor may be advised to continue to race if it is determined that the loss or breakage of equipment does not materially affect the competitor's safety or performance.

## **16. Guidelines for Breakdowns**

This is intended to guide competitors, race committees, and judges in Breakdowns, but not to limit the authority of judges in resolving individual cases equitably.

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect relief when simple and preventable failures occur.

At the competitors meeting, the host club should point out the particular items on the boat(s) being used that need to be checked before each race. Judges should take into account a situation in which a competitor legitimately did not have time to make the necessary inspections.

The tests for breakdown compensation include:

- 1) Did a piece of equipment break?
- 2) If so, did a significant loss of finishing position result?
- 3) Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
- 4) Was the equipment used in an improper manner?

Compensation should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred should be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure for which compensation should be considered, even though the equipment may still be serviceable, if the competitor made a visual inspection before the race:

- 1) Loss of a batten during a heavy-air race, if the sail was not rigged by the competitor;
- 2) Water in air-tight compartment(s) in excess of one gallon, when the competitor was not given time to drain the compartment(s);
- 3) Damage to a centerboard gasket that significantly increases drag and/or permits excessive amounts of water to enter the boat.

Examples of equipment failure for which compensation should not be awarded, when the equipment remains serviceable:

- 1) Failure of a halyard knot or the opening of a halyard shackle, if rigged by the competitor;
- 2) Pintles and gudgeons that become disengaged;
- 3) Outhauls or boom vang that disengage or slip;
- 4) "Ring dings" or fast pins that disengage because they were not taped.

## 17. Guidelines for boat rotations

This is intended to guide competitors and race committees, but not to limit the authority of race committees in deciding on equitable methods for exchanging boats.

Follow the leader rotations can be used with any number of entries, odd or even. Their advantages are that they are easy for competitors to remember, and are easily adaptable when established in advance, if fewer competitors than expected appear for the regatta.

Each competitor draws a boat number for the first race, and thereafter sails the next highest (or lowest) number each succeeding race (there is no magic to use of a higher-numbered or lower numbered method, only personal preference).

A simple “follow the leader” rotation (sailing a higher numbered boat) is shown in the table below.

<b>“Follow the Leader” Rotation Fleet Racing Series 14 Competitors, 14 Boats, 5 Races</b>					
<b>Race</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>COMPETITOR</b>	<b>Boat</b>				
<b>A</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>B</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>C</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>D</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>E</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>
<b>F</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>
<b>G</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>
<b>H</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
<b>I</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>
<b>J</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>
<b>K</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>1</b>
<b>L</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>2</b>
<b>M</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>N</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>

Suggested guidelines for exchanging boats. Alternative methods such as using a nearby dock are permitted as long as they are equitable and do not unnecessarily delay the event.

1. The competitor of Boat #1 (Competitor A) gets off on a well fendered exchange boat, and Boat #1 is sailed away by a non-competitor. The competitor of Boat #2 (Competitor B) then gets off on the exchange boat, and the former competitor of Boat #1 takes Boat #2 for the next race. Similarly, the former competitor of Boat #3 (Competitor C) takes Boat #4, etc., until finally Boat #1 is sailed back to the exchange boat for the last competitor (Competitor N).
2. To prevent Competitor A from having a big time advantage in preparing for subsequent races, Boat #1 (rather than Competitor A) should always be called first to the exchange boat.