**SJPMYC Skipper Guidelines**

1. Before racing starts, make sure to read “**What and How we sail’** in the SJPMYC Handbook, sign in with the day’s Race Officer and check the course for the day.

<http://sjpmyc.weebly.com/128214-sjpmyc-handbook-128214.html>

2. Arrive early enough to check your boat on the water for control and battery condition. This will allow you to tune your boat for the conditions that day.

3. Walking the skipper path, installed by the POA, allows the best view of mark rounding, as well as allowing skippers to hear calls for mark room and protests for fouling another boat. Most experienced skippers already do this.

3. If you imagine your boat cost $300K rather than $300, then **any** contact would be very expensive. If you are not the right of way boat, you must stay clear and not force a right of way boat to alter course at all. If you have to alter course, you should avoid contact and hail ‘protest *boat number’* as you have been fouled. If you foul another boat, you must do a 360° penalty turn even if not hailed. After your penalty turn you must be behind the fouled boat, if not, do another turn.

RRS 2017-2020 Rule E4.3b

if the boat gained a significant advantage in the heat or race by her breach, (of a RRS rule) despite taking a penalty (turn), her penalty shall be an additional one-turn penalty.

RRS 2017-2020 Rule 44.2

After getting well clear of other boats, as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe.

4. If you start the race on Starboard, then you will have right of way over all boats on port. If you are on port, you must stay clear of starboard starters. Remember that as soon as the one minute to start announcement is made, you are racing, and starboard boats have right of way.

5. If you start early you must return to behind the start line without fouling, or impeding in any way other legal starters. It is easiest to ease your sails and slow until the fleet passes. ROs may call a general recall if several boats are fouled.

6. Boats on starboard always have the right of way over boats on port. The hail is ‘*starboard*’

7. When on the same tack, the leeward boat (the boat further from the wind) has the right of way. If you cannot point as high, then you must tack away. The hail is ‘*leeward boat’.*

8. If you approach an obstruction, the hail is ‘*room to tack’* and a boat on the same tack, preventing you tacking must change course to allow you to tack. This only applies if there is a permanent obstruction.

9. At a windward mark, boats that are on the same tack, **and** overlapped at a distance of four boat lengths from the mark, must give room to inside boats. Port tacking boats must stay clear of starboard boats and the four boat lengths rule does not apply. This does not apply at a starting mark.

10. When some boats are moving in opposite directions, after a mark, then the standard rules apply.

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| **Upwind boat** | **Downwind boat** | **Right of way boat** |
| Starboard | Starboard | Upwind - Windward boat rule |
| Starboard | Port | Upwind - Port/Starboard rule |
| Port | Port | Upwind - Windward boat rule |
| Port | Starboard | Downwind - Port/Starboard rule |

 11. There is a link to the published World Sailing Racing Rules of sailing 2017-2020 on our website links page

http://sjpmyc.weebly.com/127760-links-and-docs-127760.html