

# **Lake Harriet Yacht Club 2010 Sailing Instructions**

## **1 Rules**

Races will be governed by The Racing Rules of Sailing (RRS) for 2009-2012, the prescriptions of the US Sailing Association and the ILYA, the rules of each class, except as any of these are changed by these sailing instructions.

## **2 Entries**

**2.1** In order for a skipper to compete in any scheduled race, he or she must be an LHYC member (see exceptions in 2.3 and 2.5 below).

**2.2** Every person who crews is encouraged to become a club member with "crew" or higher member status.

**2.3** A crew member may skipper a boat no more than two weekend race days, unless upgrading membership to an "individual" or "family" membership as a skipper. (No retroactive scoring.)

**2.4** Eligible skippers must be registered with the club, according to LHYC By-Laws.

**2.5** Non-registered skippers may enter and complete two LHYC weekend race days, but will not be scored until meeting all registration criteria of LHYC (no retroactive scoring). (See section 26)

## **3 Notices to Competitors**

Notices to competitors will be posted on the official notice board(s) located at the LHYC Pavilion prior to the start of the race.

## **4 Changes in Sailing Instructions**

Any change to these sailing instructions will be posted at least 30 minutes prior to the first scheduled warning signal on the day it will take effect. A courtesy announcement of any change may be made by hail from the Race Committee prior to the warning signal.

## **5 Safety**

**5.1** Every sailor participating in an LHYC race will be required to have one Coast Guard approved personal flotation device (PFD) on board and readily accessible. IN ADDITION, Minnesota State boating laws state "on boats 16 feet or longer (except canoes and kayaks,) there must also be at least one U.S. Coast Guard approved Type IV throwable device, such as a buoyant cushion or ring buoy immediately available for each boat."

**5.2** All sailors will be required to wear a Coast Guard approved PFD during any race when the Race Committee displays flag "Y."

**5.3** All sailors under age 17 shall wear a Coast Guard approved PFD at all times.

**5.4** If boat does not comply with these safety/PFD requirements, that skipper will be scored DSQ for that race.

## **6 Signals Made Ashore**

**6.1** Signals made ashore will be displayed on the race committee boat.

**6.2** A postponement Flag with two sound signals means "The race is postponed." The 1/2-hour signal will be made not more than 30 minutes after the Postponement Flag is lowered (one sound signal). If the Postponement Flag is not lowered within 45 minutes of postponement, the race shall be abandoned.

## **7 Schedule of Races**

Scheduled races are listed on the 2010 LHYC Racing Schedule, which also appears in the website. Races are scheduled to start at the following times:

M & MC Scow: Saturdays 1:00 PM, Sundays and Holidays 10:30 AM

M, MC Scow, & Open Fleet: Wednesdays 6:30 PM

## **8 Class Flags**

Class flags will be used in conjunction with Rule 26 Starting Sequence.

## **9 Courses**

The course will be displayed on the Race Committee boat course board. The course board will list the classes, course for each class, and the # of laps. Classes will be listed in descending order of start prior to the preparatory signal.

**9.1** Races courses will be either Olympic or Windward Leeward.

**9.2** The following wind criteria will be considered, and will be the basis for course determination:

a) N, S, NW, SW, NE, or SE winds allow for longer windward legs and lend themselves to Windward/Leeward courses.

b) Winds that are primarily from the E or W in direction do not allow for long windward legs, and lend themselves to Olympic courses.

c) Winds over 18 MPH (regardless of wind direction) allow for planing reaches and lend themselves to Olympic courses.

d) The race officer has final discretion as to the course to be used for the day.

**9.3** Normal length courses will be either O2 or WL 4 1/2. Shortened courses will be determined by the PRO. Please familiarize yourself with these courses:

**1** △ *Finish* △ **RC**

**2** △

**3** △ *Start* △ **RC**

WL 4 1/2 Start - 1 - 3 - 1 - 3 - 1 - 3 - 1 - 3 - 1 (Finish)

WL 3 1/2 Start - 1 - 3 - 1 - 3 - 1 - 3 - 1 (Finish)

O2 Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - 1 - 3 - 1 (Finish)

OW1 Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - 1 (Finish)

## 10 Marks

Marks 1, 2, 3 and offset will be yellow or orange balls. New marks, as provided in rule 33, Change of Course after the start, will be yellow or orange balls or a starting mark.

## 11 The Start

Races shall be started using Rule 26 from the United States Sailing Association. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<u>Signal . . . . .</u>	<u>Visual and sound signal . . . . .</u>	<u>Minutes before starting signal</u>
Warning*	Class flag; 1 sound	5 minutes
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4 minutes
One-minute	Preparatory flag removed; 1 long horn	1 minute
Start	Starting Class flag; 1 sound	0

\*There will be a courtesy signal from the committee boat (four short blasts on the horn) one minute prior to the warning signal. The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

**11.1** Classes will start in the order MC, M-16, for all races through the July 4th series and M-16, MC thereafter.

**11.2** The starting line will be between the mast on the race committee boat at the starboard end and the port end starting mark.

**11.3** Boats whose Preparatory signal has not been made shall keep clear of the starting area and of all boats whose Preparatory signal has been made.

**11.4** A boat shall not start later than 10 minutes after her starting signal and shall not interfere with any boat of another fleet that has not yet started.

**11.5** If it appears to the race committee that there will be only one MC or one M-16 competing in the race, the race officer has the option of starting the two fleets together. If the fleets are to be started together, both class flags will be displayed at the warning signal. One boat completing the course constitutes a race.

**11.6** The race committee will make every attempt to use Rule 30.1, meaning the "one minute rule" shall be in effect for starts, and Code Flag "I" will be displayed at the Preparatory Signal. Under 30.1, a boat over the line during the minute before the start must sail to the pre-start side of the line around either end before starting. Yachts in violation will be scored OCS (see Sec. 19, "Scoring" below).

**11.7** All racers need to familiarize themselves with the other flags that could be used in lieu of Code Flag "I" at the Preparatory Signal:

a) "P" Flag - Normal preparatory signal. No starting penalties are in effect. A boat over the line at the start can return through the line or round an end. A boat returning must keep clear of boats not returning.

b) "Z" Flag - The 20% Penalty Rule 30.2. A boat over the line during the minute before the start will receive a 20% scoring penalty as specified in Rule 44.3(c). (20% of the number entered).

c) If the "I" and "Z" flags are flown together, both the "Round-an-End Rule" and the 20% Penalty Rule will be in effect during the minute before the start.

d) The Black Flag Rule 30.3. A boat over the line at any time during the minute before the start will be disqualified and scored DSQ.

## **12 Recalls**

**12.1** Except under Black Flag procedures, individual recalls of premature starters will be signaled in accordance with racing rule 29.2 (individual recall): Code Flag "X" will be displayed and one horn sounded. The Race Committee will attempt to hail the offending yacht(s) as a courtesy, but it is the responsibility of each yacht to start properly.

**12.2** General recalls will be signaled in accordance with racing rule 29.3 (general recall): First Substitute Flag (General Recall) and 2 sound signals. The timing sequence will be unaffected, i.e.: "rolling recall". The next class will start in normal sequence. A recalled class will start after all scheduled starts have been completed. If more than one class is subject to a general recall, subsequent starting attempts will be made in the order in which the recalls occurred.

## **13 Changes of Course After the Start**

A change of course after the start will be signaled before the leading boat of a fleet has begun the leg, although the new mark may not then be in position. The "C" flag will be flown, and two short horn blasts will be sounded prior to the lead boat rounding the mark prior to the changed mark. A large green flag (or panel) will be flown to indicate that the next mark has been moved to the right of the previous mark location, or a large red flag to indicate a move to the left. Periodic announcements regarding the change of course will be made from the Race Committee boat. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.

## **14 Abandonment**

**14.1** The race officer will determine if a race is to be abandoned after the 30-minute gun. The Race Committee will sound 3 (three) sound signals. Reasons for abandonment include: a) Lack of sufficient wind to complete a race fairly; b) Too much wind to sail a race safely; 3) Lightning, or 4) other criteria as may be determined by the Race Committee.

**14.2** Abandoned races will not be rescheduled.

## **15 The Finish**

The finishing line will be between the mast on the race committee boat and the port-end finishing mark.

## **16 Penalty System**

**16.1** The "two turns penalty", rule 44.2, will apply.

**16.2** A boat that hits a mark shall complete one turn (one tack and one jibe) to exonerate herself.

**16.3** These penalty turns shall be done as soon as reasonably possible, and clear of other boats.

## 17 Time Limit

The time limit for each standard race is two and a half hours and two hours for races with a shortened course. The time limit also requires that at least one boat in a fleet complete the first leg of a race within 30 minutes and/or the first triangle (or windward/leeward, in the case of a W/L course) within one hour, for that fleet to complete the race.

## 18 Protests

**18.1** Racers are encouraged to resolve their differences on the water, and the guilty party to acknowledge wrong, and complete a two turns penalty.

**18.2** Protests shall be written on forms available at the pavilion and delivered to the race officer within 30 minutes after the time the race committee boat arrives on shore after the last race of the day.

**18.3** Protests will be heard in approximately the order of receipt as soon as possible.

**18.4** Protest notices will be posted within 30 minutes of the protest time limit to inform competitors when and where there is a hearing in which they are parties to a hearing or named as witnesses.

## 19 Scoring

**19.1** The Low Point scoring system, rule A9, will apply:

<u>Place</u>	<u>Points</u>
First	1
Second	2
Third	3 Etc. . . .

**19.2** The following standard US Sailing scoring codes will be used:

DNS (Did Not Start) = # that came to the starting area +1

OCS (On Course Side-premature starter) = # that came to the starting area +1

DNF (Did Not Finish) = # that came to the starting area +1

DSQ (Disqualification) = # that came to the starting area +1

DNE (Disqualification Not Excludable) = # that came to the starting area + 1  
(not eligible for throw out)

RAF (Retired After Finishing) = # that came to the starting area +1

The following scoring codes are unique to LHYC or have been modified from standard racing rules:

RC (Race Committee) = Average of non-discarded races

SB (Safety Boat) = Average of non-discarded races

DNC (Did Not Compete) = # that came to the starting area +2

GST (Unknown, Unregistered or Guest skipper) = # that came to the starting area +2

SBP (Safety Boat Penalty) = # that came to the starting area + 3 (not eligible for throw out)

**19.3** Co-skippers must notify the scorekeeper of their intention to be scored separately or as a single boat. When scored as a single boat, if one skipper races and the other performs safety boat or race committee duty, the boat will receive the score of its finish, rather than the average arising from the club duty. If both skippers perform a club duty during one race, their yacht will receive one average score for that race.

**19.4** The number of throw-outs in a series will be one for every three series races. No scores will be thrown out for series completing four or less races. Each boat or skipper's series score will be the total of his/her series non-throw-out race scores.

**19.5** All registered skippers are required to perform safety boat or race committee duties (including showing up with a crew!) per published schedule. Skippers who do not show up for scheduled safety boat (with an able-bodied assistant) or race committee duty will receive a penalty equal to the number of boats that came to the starting area + 3 for the affected races. This penalty score is not eligible for throw out.

**19.6** Any changes to the final safety boat schedule must be officially recorded. It is the responsibility of the skipper assigned to safety boat duty for any given day to either 1) (if at all possible) note the change on the master safety boat schedule located in the storage pavilion, or 2) notify the day's principal race officer of such a change. Failure to properly record a change in the safety boat schedule will result in an SBP for that race.

**19.7** Registered skippers that are on assigned race committee duty or safety boat duty will receive average points for that race or races. The points awarded will be based on the skipper's average finishes for the applicable series (after throw outs).

**19.8** In the event of a Safety Boat no show, a skipper may be selected or volunteer to perform safety boat duties on that date. That skipper will notify the race committee that he/she will not be racing, but will be on a safety boat, and will receive average points for that race.

**19.9** A registered skipper may receive average points for Race Committee or Safety Boat duty for a maximum of 50% of the number of races scored in that series (i.e.: the number of non-discarded races in the series). Skippers who perform Race Committee or Safety Boat duty for more than 50% of the scored races in a series will be scored DNC for those races above the 50% threshold, unless their failure to race more than 50% of the races is the result of weather-related race cancellation or their having accepted race committee or safety boat duty to substitute for another person.

## **20 Radio Communication**

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.

## **21 Cancellation Due to Weather**

**21.1** If the sustained wind speed is in excess of 20 mph or gusts are greater than 23 mph, the race will be cancelled. The race committee will measure wind speeds at the lake.

**21.2** After the race committee is on the water, the race can be abandoned at the race officers' discretion; see paragraph 14.

## **22 Sail Numbers and Boats Not Registered to the Owner**

**22.1** Those who borrow sails or boats may do so for a maximum of 3 race days each season.

**22.2** When sailing with a non-registered sail number or boat, it is the onus of that day's skipper (or both skippers if two boats are sailing with the same number) to register with the race committee or the skipper will be scored with a GST (guest). On that day's

scoresheet, enter the # you will be using and the # you are to be scored as, i.e., your registered #. This includes TCSC skippers.

### **23 Back-to-Back Races**

**23.1** The race committee will raise the postponement flag as soon as the last boat has finished the first race; set a new start line as quickly as possible; and lower the flag with two short horn blasts 1 minute prior to the warning gun for the second race.

**23.2** It is the responsibility of the skipper to return to the starting line on time for the second race.

### **24 Wednesday Night Races**

**24.1** All starts will be upwind. Same course types will be used, but significantly shortened. WL with a downwind finish or WL with mid course start/finish line are encouraged. A closed gate is encouraged if using a mid course start with multiple fleets.

**24.2** Starting sequence will be the same as on weekend races.

**24.3** Multiple races are encouraged.

**24.4** Skippers are encouraged to take crew in all conditions.

**24.5** Boats will be scored as M Scows, MC Scows, or Open Fleet (other boat types).

### **25 Schepers Memorial Series**

**25.1** Two leeward marks will be used - the standard leeward mark and an additional "penalty mark" which will extend the length of the course by a predetermined amount.

**25.2** On each lap, the first 5 boats to reach the windward mark will be assessed a penalty and must round the 2nd leeward (Penalty) mark.

**25.3** MC and M16 fleets will start together, and will be scored separately.

### **26 Guest skippers**

It is the responsibility of the owner and guest skipper to notify the race committee of a guest skipper. The guest skippered yacht may start and compete in the race, but will be scored as GST (guest). Non-club members may race as a guest skipper in no more than two weekend club race days.

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