

TENTATIVE SAILING INSTRUCTIONS

Lafayette Sailing Club, 2007

In order to promote participation in the Club sponsored racing scheduled for 2007 by sailors at all levels of experience, it is our intention to keep it simple, to have fun, and to encourage participation.

1. RULES:

- A. Races are governed by the ISAF (International Sailing Federation), the prescriptions of the U.S. Sailing Association, and the current Sailing Instructions.
- B. Penalty: The 360/720 rule will apply. In each case a 360-degree turn done *immediately* will substitute for a 720. **Immediately** means getting clear of other boats and doing the 360. (It does NOT mean a half-leg later.)
- C. Skipper or boat will be scored. Participants will declare how they wish to be scored at the beginning of the season. If "by boat" or "by skipper" is not declared at the beginning of the season, scoring will default to "by skipper" for that season. Scoring for regattas will be by boat or skipper and there will be no throw-outs used in the regatta scoring.
- D. All members of the Lafayette Sailing Club may enter races by attending the skippers' meeting before a race(s). Boat owners or representatives who are not members of the LSC may race after they have been granted permission to compete, and signed any paperwork prescribed by the Club.
- E. Immediately prior to, during, and after a race(s) member occupants of the race-committee boat conducting the race shall be considered members of the race committee; with the full rights and responsibilities of a race-committee member including rule 60.2. This includes the right to protest a boat he/she witnesses her committing a foul, request redress for a boat, or report to a protest committee requesting action for gross misconduct.
- F. In winds under two (2) knots at the finish line, propulsion may be used to clear the finishing line AFTER a boat has received her finishing signal but only if deemed necessary to avoid interference with subsequent finishers. Propulsion is NOT a cure all for drifting into a mark after her finish signal.

2. SKIPPERS' MEETING:

- A. Skippers' meeting will start (30) minutes before the starting time indicated on the schedule.
- B. A majority vote of all Race Committee (RC) /Judges and BOG members present will be required to change starting handicaps (if in use) or cancel race(s) due to too much weather.
 1. A race is automatically cancelled or postponed if the 10-minute average prior to the race is below two (2) knots.
 2. It's the skipper's decision as to whether it's safe to sail. **Visible lightning** during the race **automatically cancels** the race, **do not wait** for a signal from the committee boat.
- C. Changes to the Sailing Instructions will be announced at the skippers' meeting and/or posted on the LSC notice board (located on the east side of the harbor) and club Web site.

3. STARTING:

- A. Two or more boats are required for a race.
- B. Starting sequence is yellow warning shape (10 minutes to start) blue preparatory shape (5 minutes to start), and red starting shape at the start for all boats except as follows:

Slower boats may be started after the 10-minute warning signal (yellow shape). A 5-minute preparatory signal will be given for boats starting at the yellow shape. RC will determine early-start fleet based on course and wind conditions, and announce fleets and preparatory signal(s) at the skippers meeting.
- C. If a staggered/fleet start is being used, later-starting boats shall not sail in the starting area until two (2) minutes after the preceding class's starting signal, unless all preceding starters have cleared the line. The starting area is defined as the start line extended one half its length beyond its port and starboard ends, and one half its length opposite the course side of the line.

4. TIME LIMIT & SHORTENING COURSE

- A. Time limits will be announced at the skippers' meeting. If the race is to be shortened by an entire lap (same finish line), the committee boat will signal **BEFORE** the lead boat reaches the final mark of a lap (not including finish marks) with the proper flag/shape. The committee boat will be flying the proper flag(s) to signal that she is ready to rank finishers.
- B. If a race is to be shortened by a leg(s), the committee boat shall set the new finish line, position herself at it, and fly the proper flag(s) to indicate the change of course and readiness to rank finishers **BEFORE** the lead boat reaches the final mark of the last leg (not including finish marks).

Flag recognition decals may be available from the Race Committee for a small fee.
- C. Boats that have not finished twenty (20) minutes after the first boat finishes MAY be scored DNF. This is based on an hour race. The time will be reduced for shorter races and extended for longer races. It will approximate 35% of the first boat's time.

5. PROTESTS:

Formal written protests are discouraged. Keep clear, work it out on the water, and have fun. To protest on the water an immediate hail and red flag ASAP (Red flag not mandatory if LOA is under 6 meters, but highly recommended in any case) must be used. If you wish to file a written protest, the committee boat must be notified immediately after the race, and the written protest submitted within one-half (1/2) hour after the end of all the day's races. All decisions by the committee/judges shall be final. It is possible to reopen a protest, or appeal to a higher authority. (See ISAF Rules.)

6. CREW AND EQUIPMENT

- A. Boats may use any sail and equipment approved by their class association.
- B. Boats may add or deduct crew in numbers legal to their class between races.
- C. Any boat may be sailed single handed.

7. SCORING:

- A. The Portsmouth Rating System will be used. This includes using the modifications for the Beaufort Scale of Wind Velocity. Also, each racecourse set shall try to have a basic Portsmouth course consisting of equal legs of the three basic sailing points: beating, reaching and running. A Portsmouth table will be available at the harbor. All scoring decisions of the Official LSC Scorer are final.
In the event that a protest involves redress (when sailing under the Portsmouth Rating System) or redress for aid is given, any redress given shall initially be considered in the form of time, not in the form of adjusted finishing rank(s). In the cases where the rules explicitly call for an adjustment in finishing position, such adjustments shall be made AFTER rankings are made from times corrected utilizing Portsmouth handicaps, if applicable.
 1. No adjustment will be made for sailing solo or under crewed. Overweight adjustment by request.
 2. Offshore or keel classes will declare the largest headsail (not including spinnaker) she will use for the year at the onset of the season. That will determine any Portsmouth adjustment for the season. Genoas within three percent (3%) of a break point (e.g. 130% and 131%) will receive an adjustment equal to the average of the two modifications. (One permanent adjustment per season will be considered for those adding a *newly acquired* Genoa to their inventory.)
 3. Shortening sail (flying a smaller headsail than declared for the season) will NOT be eligible for an adjustment on a day-by-day, race-by-race, sub-series or series basis for any reason.
 4. Adjustment for not flying a spinnaker in classes that are rated with spinnaker is available on a day-to-day basis, but not on a race-to-race basis.
- B. Committee Boat Duty: The Race Committee strongly urges each racer to serve on the committee boat at least once per season. It helps the racing program and is great experience. A racer doing RC duty will be given his or her average of races raced for the sub series.
- C. A maximum of three (3) averages for committee-boat duty may be used per sub series.
- E. POINTS:
 - A modified long-series (Appendix A, A9), low-point scoring system will be used
 - **First place** is scored .75 points.
 - **Second place** is 2 points, third place is 3 points, fourth place is 4 points, and so on.
 - **DNC** (did not compete) Did not come to the starting area or start—the number of boats that came to the starting area plus three, with a minimum of ten, whichever is greater.
 - **DNS** (did not start) Did come to starting area but did not start; **OCS** (did not start) On the course side of the starting line at her starting signal and failed to start or broke starting rules (e.g. 30.1) that were not exonerated; **DNF** (did not finish); **RAF** (retired after finishing); and **DSQ** (disqualified)—the number of boats that came to the starting area plus one.
 - **DNE** (disqualified, non-excludable) Not eligible to be used as a throw out—the number of boats that came to the starting area plus one. A DNE is:
 - 1) Fouls causing material prejudice—causing the offended boat more than one position at the time as a direct result of the infringement.
 - 2) Fouls causing serious boat damage or bodily injury.
 - 3) Unsportsmanlike or grossly-unsportsmanlike conduct. Violation may be cause for expulsion from an entire sub series, the Championship Series, and/or the entire racing season.
- F. Maximum throw outs for a series will not exceed 25% of scheduled races. In the event of cancelled races not made up, the number of throw outs will not exceed 25% of the number of races completed in a series, and will be rounded down to the next whole number.
- G. The winner of a sub series, regatta, or season is the boat or skipper with the lowest accumulated-points total (after removing the prescribed number of throw outs from the total).

8. TROPHIES, AWARDS & PRIZES:

Trophies, awards and prizes will be determined by the LSC Board of Governors in consultation with the Race Committee and Official Scorer. Suggestions are encouraged.