

# Lake Harriet Yacht Club

## 2021 Sailing Instructions

### 1 Rules

Races will be governed by The Racing Rules of Sailing (RRS) for 2021-2024, the prescriptions of the US Sailing Association and the ILYA, and 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 exception in 2.3 below).
- 2.2 Eligible yachts must be registered with the club, according to LHYC By-Laws.
- 2.3 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 a boat does not comply with these safety/PFD requirements, that skipper will be scored DSQ for that race.
- 5.5 With regard to boats not participating in the race, but in the area of the racecourse, all competitors shall abide by the Minnesota Department of Natural Resources right-of-way rules, and a violation of these rules shall be grounds for disqualification from the 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 ½-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 60 minutes of postponement, the race shall be abandoned.

## 7 Schedule of Races

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

- M, MC Scow, 420, & Open Fleet: Saturdays 1:00 PM, Sundays and Holidays 10:30 AM
- M, MC Scow, 420, & Open Fleet: Wednesdays 6:30 PM

## 8 Class Flags

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

## 9 Courses

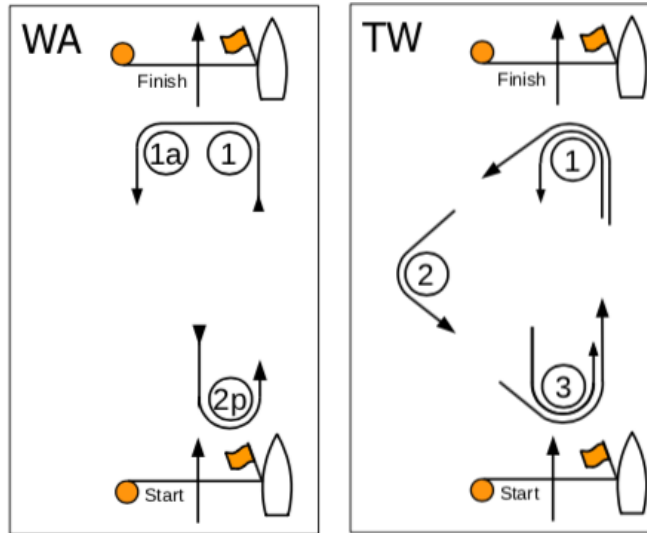
The course will be displayed on the Race Committee boat course board. The course board will list the classes, course for each class, and the number of windward legs. Classes will be listed in descending order of start prior to the preparatory signal.

9.1 Races courses will be either Triangle with Windward Finish (TW), or Windward/Leeward with Offset Mark and Windward Finish (WA).

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 Triangle courses.
- c) Winds over 18 MPH (regardless of wind direction) allow for planing reaches and lend themselves to Triangle 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 TW4 or WA5. Shortened courses will be determined by the PRO. Please familiarize yourself with these courses:



WA5: Start - 1 - 1a - 2p - 1 - 1a - 2p - 1 - 1a - 2p - 1 - 1a - 2p - Finish

WA4: Start - 1 - 1a - 2p - 1 - 1a - 2p - 1 - 1a - 2p - Finish

TW4: Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - Finish

TW3: Start - 1 - 2 - 3 - 1 - 3 - Finish

## 10 Marks

Marks 1, 2, 2p, 3 and Offset (1a) 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 US Sailing Association. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal	Visual and Sound Signal	Minutes Before Starting Signal
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 Sound	1 minute
Start	Starting Class Flag; 1 Sound	0 minutes

\* 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 then M-16 & Open for all races through the July 4th series and M-16 & Open then 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, one M-16, or one Open fleet sailboat competing in the race, the race officer has the option of starting 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. Where the M-16 fleet and Open fleet are sailed together, then the race officer shall only display the M-16 class flag.
- 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 yacht over the line or one of its extensions 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 shall not abandon a race until 30-minutes after the scheduled start time, unless the race has already been started and one or more of b), c), or d) below apply. When two races are scheduled for one day, the race officer shall not abandon the second race until 60 minutes after the scheduled start of the first race. If postponement of the first race has not ended within 60 minutes of its scheduled start time, it shall be abandoned and only one race will be attempted that day. (See Sailing Instructions 6.2 above.) Abandonment is signaled with three sounds.

Reasons for abandonment include:

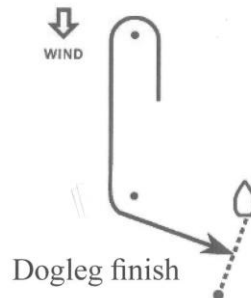
- a) lack of sufficient wind to complete a race fairly;
- b) too much wind to sail a race safely;
- c) lightning; or
- d) other criteria as may be determined by the Race Committee.

14.2 Abandoned races will not be rescheduled.

14.3 Notwithstanding 14.1, the Race Officer has discretion to abandon a race in potentially extreme or threatening circumstances.

### 15 The Finish

The finishing line will be between the mast on the race committee boat and the port-end finishing mark. Upon designation on the Race Committee boat coarse board, a downwind finishing line will be a dogleg finish as outlined in the diagram below.



**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 practical, which may not be the same day.

18.4 The race officer shall inform a member of the race committee. The race committee shall be responsible for organizing and scheduling a protest hearing.

**19 Scoring**

19.1 The Low Point scoring system, Rule A9 as modified in section 19.2, will apply:

Place	Points
First	1
Second	2
Third	3
Fourth	4 etc.

19.2 The following scoring abbreviations shall be used for recording the circumstances described. Items in ALL CAPS and BOLD are unique to LHYC or have been modified from standard A9 Scoring:

Code	Score
DNC DID NOT START; DID NOT COME TO THE STARTING AREA	# THAT CAME TO THE STARTING AREA +2
DNS Did not start (other than DNC and OCS)	# that came to the starting area +1
OCS Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1	# that came to the starting area +1
ZFP 20% penalty under rule 30.2	20% of # that came to the starting area
BFD Disqualification under rule 30.3	# that came to the starting area +1
SCP Took a Scoring Penalty under rule 44.3(a)	Calculated as defined in rule 44.3(c)
DNF Did not finish	# that came to the starting area +1
RET Retired	# that came to the starting area +1
DSQ Disqualification	# that came to the starting area +1
DNE Disqualification (other than DGM) not excludable under rule 90.3(b)	# that came to the starting area +1
DGM Disqualification for gross misconduct not excludable under rule 90.3(b)	# that came to the starting area +1
RDG Redress given	Points set by protest hearing
DPI Discretionary penalty imposed	Points set by protest hearing
RC RACE COMMITTEE	AVERAGE OF NON-DISCARDED RACES OR DNS IF LESS POINTS
SB SAFETY BOAT	AVERAGE OF NON-DISCARDED RACES OR DNS IF LESS POINTS
ORA OFF LAKE REGATTA	AVERAGE OF NON-DISCARDED RACES
GST UNKNOWN, UNREGISTERED, OR GUEST SKIPPER	# THAT CAME TO THE STARTING AREA +2
RDGa REDRESS GIVEN	AVERAGE OF NON-DISCARDED RACES
SBP SAFETY BOAT PENALTY	# THAT CAME TO THE STARTING AREA +3 (NOT ELIGIBLE FOR THROW OUT)

(Note: LHYC defines “came to the starting area” as “leaving the buoy or dock under sail with the intention of racing.”)

- 19.4 In the event a registered yacht is simultaneously being raced and fulfilling safety boat or race committee duty it shall receive the score of its finish.
- 19.5 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.
- 19.6 All registered skippers are required to perform safety boat or race committee duties (including showing up with a crew!) per published schedule. Each registered racing sailboat is considered one registered skipper for purposes of scheduling safety boat and race committee duties. Skippers who do not show up for scheduled safety boat (with an assistant suitable for the conditions) 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.
- 19.7 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.
- 19.8 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). Alternately, DNS may be scored if less points would be awarded.
- 19.9 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.
- 19.10 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.
- 19.11 A registered skipper may receive average points for races missed in a LHYC series while competing in any class-sanctioned National Championship or Masters National Championship, ILYA-sanctioned regatta, or InterLakes regatta 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 competing at Nationals or Masters Nationals who miss 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. It will be the responsibility of the skipper to inform the scorekeeper of their participation at the Nationals or Masters



Nationals or ILYA-sanctioned regatta. A skipper may use this ORA (off-lake regatta average) for only two regattas per year.

19.12 The InterLakes team shall be determined by the championship series standings as of July 4th.

## **20 Radio Communications and GPS Technology**

20.1 A boat shall not make radio transmissions while racing except in case of emergency.

20.2 Any type of speed and/or position display device--mechanical, electrical or magnetic--including GPS is not allowed to be onboard during racing. GPS recording devices, non-viewable, for the purpose of playing back speed and course information after a race only, are allowed. A GPS device, used in compass mode only, is allowed.

20.3 Any type of video recording devices for the purpose of information after a race only, are allowed.

## **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 score sheet, 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 with two short horn blasts 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 one short horn blast 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. Windward/leeward courses with a downwind finish (e.g., LA2) or with mid-course start/finish line are encouraged. A closed gate is encouraged if using a mid-course start with multiple fleets. The Course for the 420s may be shortened.

24.2 Starting sequences of either 3-minutes or 5-minutes are encouraged.

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, 420s, or Open Fleet (other boat types).

**25 Schepers Memorial Series**

- 25.1 The Schepers Memorial Series will be held on the weekend after Labor Day.
- 25.2 The MC fleet will have two divisions, A and B, and each division will have their own start. Skippers will be allowed to self-select the division in which they want to sail. (As a general guideline, top 10 from the champ series should not select B division.)
- 25.3 The Schepers Memorial Series trophy is awarded to the B division winner.

**26 Pete Taylor Series**

All completed regular weekend races (excluding those races that are part of the Schepers Memorial handicap series) between the Memorial Day Series and the Labor Day Series, inclusive, with a starting wind velocity of 5 knots or less are counted toward the Pete Taylor Series Trophy with one throwout for every three races after the fourth race; however, if there are no light air races during the season the series will be defined by the results of the last two weekends in August with one throwout for every three races after the fourth race.

**27 Double-Handed Series**

All completed holiday weekend races (Memorial Day Series, July 4<sup>th</sup> Series and the Labor Day Series) sailed by an MC with skipper and crew are counted toward the Double Handed Series Trophy with one throwout for every three races after the fourth race. It is the responsibility of the skipper to report to the Judge's boat that they wish to be scored in the double-handed prior to the start. Any holiday race sailed single handed will be scored as DNC for the Double Handed Series, but is still eligible to be thrown out.

**28 Guest Skippers**

It is the responsibility of the owner and guest skipper to notify the race officer 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.

**29 Assistance to Capsized Boats**

LHYC considers all crew members of capsized boats to be in danger. Thus a capsized boat may receive help under rule 41(a) from a safety boat or any other vessel.