

# LAKE CITY YACHT CLUB

## SAILING INSTRUCTIONS

### 2007

Updated: June 2007

#### 1. Rules

The U.S. Sailing Racing Rules (2005– 2008) will cover the Lake City Yacht Club (LCYC) sailing regattas, except as modified by these Sailing Instructions. The Race Director of the LCYC establishes these sailing instructions. A LCYC racing skipper is a member of the LCYC. The Race Director shall hold a Race Meeting at least once per racing season and invite all LCYC racing skippers. Meetings and committees shall decide questions by majority vote according to Robert's Rules of Order. A Race Meeting may establish a Race Committee and appoint members. The LCYC Race Director shall be the chairman of the Race Committee. Members of the Race Committee may assist the Race Director in setting the Race Schedule, establishing the Sailing Instructions and assign Racing Handicaps. The Race Director, or a Race Meeting or the Race Committee may establish and appoint members of a Handicap Committee. If there are questions about the Race Schedule, Handicaps or Sailing Instructions, the Race Director shall decide the question until a formal Committee or Race Meeting can resolve the question. The Race Director must appoint an assistant Race Director to substitute for any absence of the Race Director

#### 2. Schedule of Races

The LCYC Race Committee publishes a schedule of races that is posted on the Regatta Board. Any changes in the schedule, except for postponements or cancellations for unusual causes, shall be posted on the regatta board at least one week in advance. Make up races shown on the schedule will only be sailed if section 15G is satisfied at the time the make up race would be sailed.

#### 3. Skipper's Meetings

A skipper's meeting will attempt to be held at **9:30 AM** of the day of the first race of each series and all non-series races. The meeting will be held in the Clubhouse. Any changes in the sailing instructions will be posted on the Regatta Board before the skipper's meeting for the race in which they will take effect and will be announced at that skipper's meeting.

#### 4. Notices to Competitors

The Committee Boat will fly standard race flags for communication with racing yachts. Verbal communication will be given over channel 72 on the VHF radio. **Note that channel 72 communication is for advice. An official communication is still conveyed through flags and other signals.** In case a race is postponed or canceled before the committee boat leaves the harbor, the proper flag will be flown from the club flag post. Other notices to competitors will be posted in a timely manner on the official Regatta Board located in the LCYC Clubhouse. It is the responsibility of each skipper to monitor the notice board for race information.

## 5. Eligibility

A. Eligible yachts may enter regattas and races by registering with the LCYC Race committee. The following conditions shall be met for eligibility:

1. Registration and Handicap Rating Form have been submitted.
2. All required racing fees have been paid.
3. The yacht has received a LCYC handicap rating or has received permission of the race committee to race with a provisional handicap.
4. The yacht flies the appropriate class flag while competing, or notifies the race committee prior to starting.

B. The information required for eligibility and rating shall be received as follows:

1. At least one week prior to the first race for Spring or Fall Series and Hoyt Cup.
2. No later than 9:00 a.m. on race day for anyone entering an open race or regatta.
3. Any yacht entering a regatta or series must sail with the same handicap rating for that particular regatta or series; i.e., must not change boat configuration affecting rating and only use sails for which rated. The one exception is the spinnaker class. A yacht may elect to sail with or without a spinnaker on a per race basis.

C. The LCYC Yacht Registration and Handicap Rating form shall be used whenever possible; however, such information may be received in other forms and shall include:

1. Yacht owner name, address and telephone number.
2. Name and sail number of the yacht.
3. Manufacturer and model, including any variations from a standard yacht.
4. Type of propulsion and underwater drive.
5. Any modifications to the standard yacht in the hull, spars, rigging or equipment that might affect handicap rating.
6. Sail inventory, as the yacht will be raced: maximum size of jib, main, spinnaker, and spinnaker pole.
7. Any other information required, or necessary to enable the LCYC Handicap Committee to establish a rating in accordance with the U.S. SAILING-PHRF rating system.

D. Sign-up for races by turning in the race registration and rating form to the Race Director before the skipper's meeting of the race (or series).

E. Only LCYC regular members are eligible to win the LCYC Yacht Master Trophy, which is based on the Pentair (Spring), AmericInn (Fall), Hoyt Cup, Springer Open and Pepin Open regattas. However, at the discretion of the race committee, yachts other than those belonging to LCYC members may be eligible to compete in any and all LCYC races.

F. LCYC racing is organized to encourage amateur competition. Consequently, professional sailors shall be subject to restrictions to participate in any races. Professional Sailors are defined as those sailors who are employed in the "Marine Industry" as defined by the U.S. SAILING and are referred to as "Marine Industry Racers", (MIR's). It is also recognized that participation by MIR's can increase the general level of LCYC fleet competition and skill. Therefore, MIR's will be allowed during select LCYC racing events, under the following conditions:

1. If MIR's are allowed, only one per boat shall be allowed during any given race.
2. MIR's shall be allowed to participate during open races, including the Match Races.
3. MIR's may participate in one day of racing per yacht in Yachtmaster Series.
4. MIR's may not participate in family fun races.
5. MIR's shall not helm the yacht during any race.
6. If the MIR is the owner of the boat and a member of LCYC and meets all normal eligibility requirements, they are allowed to participate as a regular racing member.
7. Violations are subject to disqualification

## 6. LCYC Handicap Procedures

A. The Race Director, Race Committee or Handicap Committee determines the ratings for all yachts racing in LCYC races.

B. Handicap Ratings are determined by the PHRF Time-On-Distance method of handicapping. LCYC uses US Sailing reported PHRF TOD design ratings. The LCYC handicap is comprised of:

1. The yacht design Speed Prediction (SP) Rating
2. Vessel adjustments to the SP rating, for modifications from the standard yacht design
3. Lake City vessel adjustments to the SP rating, for local performance or special circumstances

C. The Speed Prediction rating for a yacht is based on the standard design for a given yacht, per the US Sailing and definitions and possibly modified by Pacific Northwest PHRF definitions for deviations from the standard yacht configuration. Generally, the standard vessel is the stock yacht sailing a 150-155% Genoa and 180% spinnaker,

with spinnaker pole equal to the fore triangle "J" measurement, and standard auxiliary power.

D. Adjustments are made from a particular vessel's SP rating for modifications from the standard design. In general, modifications are considered to be made in the interest of racing performance and ratings are therefore towards "faster" rating adjustments. The more modified a vessel is from the standard definition, the more that vessel's rating will reflect adjustments towards a faster (lower) rating. This is consistent with Pacific Northwest PHRF handicapping guidelines and philosophy.

Adjustments generally follow Pacific Northwest published rating adjustment recommendations. LCYC handicapping interpolates specific vessel modifications within the 3 second/nmile ranges indicated by Pacific Northwest recommendations. For example, vessel A declares a nonstandard genoa with a sail area ratio of 1.08, relative to the standard vessel. Pacific Northwest rating adjustment tables recommend (-6) seconds for the range 1.05+ - 1.09 and (-9) seconds for the range of 1.09+ - 1.13. LCYC would apply a (-8) or (-9) second/nm sail adjustment for jib (SAFJ) to the vessel A SP rating, as the 1.08 ratio is closer to the (-9) second/nm increment than to the (-6) second/nm increment.

This is both a more fair and objective use of the Pacific Northwest recommended differentials, and discourages modifications that aim to maximize sail advantage while minimizing rating adjustment penalties specific to the Pacific Northwest PHRF tabulations.

E. In some cases, LCYC handicap determination may refer to local performance observations -- or other sources, such as vessel manufacturers, etc. -- to resolve apparent discrepancies in the US Sailing reported SP ratings or a vessel's SP rating adjusted for modifications.

F. A yacht may decide to sail without a spinnaker in a spinnaker class and receive a rating adjustment based on the average wind speed for the race. The yacht shall:

1. Notify the committee boat before the start of her race that she will not use a spinnaker during that race.

- AND -

2. Fly a yellow flag during the race.

Failure to notify the committee boat **and** fly a yellow flag will cause the yacht to be scored as if she had used a spinnaker. The yacht should use discretion when hailing the committee boat as to not disrupt the operator while working the starting sequence.

Wind Speed (Knots)	Handicap Adjustment (Seconds/Mile)
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Wind Less Than 6	22
>= 6 and < 11	18
>= 11 and < 16	16
>= 16 and < 21	8
>= 21 and < 26	4
Wind Greater than or Equal 26	0

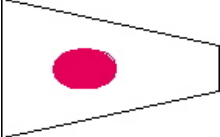
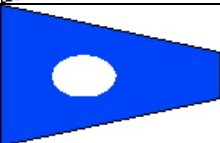
G. Outboard engines may be removed from the transom if it has been declared on the rating form. The penalty is a 6 second faster rating according to the PHRF handicap calculations. Outboard engines that have not been declared as removable must be attached to the transom for the entire race. The engines may be tilted up.

H. The procedure for appealing for a change in handicap rating is as follows:

1. Request a review of your handicap rating at least one month prior to the race in which you are seeking a change from the LCYC Handicap Committee. Rating changes will not affect previous race scores.
2. Be prepared to give evidence and show cause why you believe your rating should be changed.
3. In the unlikely event you are dissatisfied with the Handicap Committee decision you may further appeal to the LCYC Race Committee. The Race Committee will hear the appeal and render a decision. This decision will be final.

7. Classification of Yachts for Racing

A. Class Flags

Class	Description of Class Flag	
Class 1	Trapezoidal shaped pennant with a white field and a red dot (Code Flag "1")	
Class 2	Trapezoidal shaped pennant with a blue field and a white dot (Code Flag "2")	

B. Jib & Main class, Single Handed, Double Handed, and Master races: no flying sails are permitted, including spinnakers, stay sails, and any other sails not attached to the forestay. Two jibs are not allowed except during the process of changing to a different size jib.

8. Starting

A. The class and course flags will be flown a minimum of 5 minutes before the first shape is flown.

B. Flag/Shape Sequence: The LCYC start sequence uses a combination of U.S. SAILING flags and shapes to define the amount of time left for a given class. A single cannon signal shall be used to indicate the start of each fleet. The Race Director

or committee boat operator has the option of combining two or more fleets for starting purposes. The class flag or flags (with combined fleet starts) shall be flown at least five minutes before the starting sequence. When fleets are combined the clock time for the starting sequence shall be the starting time of the latest fleet start.

### Start Sequence

<u>Shape/Flag</u>	<u>Meaning</u>
<b>Class flag</b>	<b>5 Minutes to start, sound</b>
<b>Blue hourglass</b>	<b>4 Minutes to start, sound</b>
<b>Blue hourglass removed</b>	<b>1 Minute to start, long sound</b>
<b>Red Cylinder</b>	<b>0 Minute to start, cannon. Start!</b>

C. Starting Times: The first start shall be at about **11:00** for the first race on any racing day. Subsequent starts will be at 5 minute intervals, each indicated by a red cylinder. If two races are scheduled for the day there will be a minimum of one half hour between the time the last boat crosses the finish line for the first race and the first flag of the second race.

D. Each signal shape will be lowered one minute before the next shape is hoisted.

E. Any yacht using its engine after the starting sequence for its class will be disqualified, except for the following conditions:

1. The yacht has run aground before the start for its class. The yacht shall run its engine only long enough to become floating free and shall not gain distance toward the next mark.
2. The yacht is late for its start.
  - a. The yacht shall not run its engine within 10 boat lengths of the starting line at any time.
  - b. If the yacht runs its engine during the 5 minutes before the start, then the yacht shall not start before the last yacht of its class has started that has not used its engine during the starting sequence. This includes starting after yachts that are required to return to starting line because of being over early or hitting a starting mark.

The intent of this rule is to allow a yacht that leaves the harbor late or strays too far from the starting line in a dying wind to get back near the starting line.

F. The starting line will be between the flagstaff on the Committee Boat and a fixed mark. A mark may accompany the committee boat to protect against collisions. If a protection mark is used all yachts shall pass between the two marks but the starting line is still designated by the flagstaff on the Committee Boat and the starting mark farthest from the Committee Boat.

G. Example Starting Sequence (if two fleets):

10:55	Class two flag, sound
10:56	Blue hourglass, sound

10:59	Blue hourglass, long sound.
11:00	Start, cannon.....Class one flag
11:01	Blue hourglass, sound
11:04	Blue hourglass, long sound
11:05	Start, cannon....Red cylinder

9. Postponements or Cancellation of Races

A. Generally, a race postponed for more than one (1) hour will be abandoned. However the Race Committee has the discretion on abandoning races subject to the proper notification of all contestants. The committee boat will indicate abandonment by flying the "N" flag and sounding three horn blasts.

B. The starting sequence for postponed races will be started one minute after the postponement flag is lowered.

C. If the start of the race is delayed, the starting sequence will be as described in section 11A when the race is restarted.

10. Abandoning or Shortening a Race

A. A race should be abandoned if no yacht attains an average speed of 2 knots made toward the first mark. The Committee Boat will indicate "Abandonment" by flying the "N" flag and sounding three horn blasts.

B. A race should be shortened if no yacht makes good an average speed of 2 knots on any leg after rounding the first mark. The Committee Boat will indicate a shortened race by being on station at the next mark to take finish times while flying the "S" flag.

11. Recalls

A. General Recalls

1. When a general recall for a class has been signaled, a complete 5 minute starting sequence will be used for that class. The Committee boat has the option to restart the same class or continue with the next class in the starting sequence. Watch the class flag to determine which class is starting next.

12. The Finish

A. The finish line will be between the flagstaff on the Committee Boat and a fixed mark. The finish line shall be crossed from the direction of the previous mark, regardless on which end of the line the Committee Boat is positioned.

B. Yachts that finish after the Committee Boat has left the finish line must take their own elapsed time and report it to the Race Committee.

### 13. Protests

- A. Protests shall be submitted to the Protest Committee Chairman, or the Fleet Captain, Regatta Director or Race Manager in his absence. All protests must be submitted in writing within one hour after the Committee boat returns to dock. The Committee requests that protests be submitted on the USSailing Protest form.
- B. A notice of the Protest Committee hearing will be posted on the regatta board at least 30 minutes prior to the hearing. The Protest Committee will attempt to contact the yachts that are named in the protest.
- C. In the case of a right-of-way protest in which there is no contact or only incidental contact; i.e., no injury to persons on either yacht, nor serious damage to hull, equipment, or sails:
1. The Scoring Penalty, rule 44.3, will apply. The penalty will be 30 percent of the number of starters in its class or at least 4 places.
  2. A protested yacht which does not so acknowledge an infringement but is later found guilty in a protest hearing shall be penalized by 50 percent of the number of starters in its class or at least 6 places, and may be liable to disqualification by the Protest Committee
- D. The penalty for non-right-of-way infringements shall range from a minimum of a 20 percent reduction in finishing place, based on the number of starters in the Class, or at least three places, to disqualification, depending on severity and flagrancy.

### 14. Scoring

- A. Races will be scored using the Low Point System of USSailing.
- B. All yachts that did not start (DNC) or did not finish (DNF), shall score 1 point more than the last finishing yacht.
- C. The scores of individual races shall be added to determine the score for series regattas. The worst race for each yacht shall be thrown out of the cumulative score for series when 5 or 6 races have been completed; the worst 2 races will be thrown out if 7 races have been sailed. The yacht with the lowest cumulative score for a regatta shall win. The thrown out races do not count toward Yachtmaster.
- D. The Yachtmaster competition shall be scored based on the total point scores of the Spring (Pentair), Fall (Rivage), Hoyt Cup, Springer Open and Pepin Open series. To be scored for Yachtmaster, all races must be sailed in the same class.

E. Makeup races are held if the required minimum number of races for the series has not been completed. If the required number has been completed, then the makeup race will not be run. The required minimums are as follows:

Series Races	Minimum
8	6
7, 6	5
5, 4	4

15. Owner's Responsibility

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner, or must do his best to ensure that the yacht is fully sound, thoroughly seaworthy and manned by experienced crew who are physically fit to face the conditions which may be encountered on the race course, including bad weather. He must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. If wind or sea conditions occur for which a boat is not seaworthy, it shall be the skipper's responsibility to retire regardless if the race is abandoned or not.

16. Insurance and Liability

Each participant must maintain in full force and effect, during the entire racing season, a policy of proper liability insurance coverage for racing written by a responsible insurance company insuring the owner and any operator against liability for property damage or bodily injury. Owners must comply with this requirement as a condition of entering races.

17. Notice of Limitations of Liability

Neither the Lake City Yacht Club nor the Race Committee, its members, or any other committee, shall be liable for any injury or damage whatsoever to persons or property whether caused by, or resulting from, their act, omission, or alleged negligence, or from weather or sea conditions, hazards of any kind, defects or failure of vessels to be seaworthy in hull, rigging or gear, or any acts, omissions, or alleged negligence of or in connection with any race, regatta, cruise, spectacle, or any yachting or marine activity sponsored or aided in whole or in part by the Lake City Yacht Club. Notice is hereby given to all participants (which includes crew, spectators, officials, and others) that they participate in any such event solely at their own risk. Skippers of participating yachts are required to appraise all crewmembers of this Limitations of Liability as a condition of entry.

18. Flags, Forms and Instructions to carry onboard

All racing yachts are expected to carry copies of the following documents:

- 1) Lake City Yacht Club Sailing Instructions.

- 2) Rules of Racing for 2005 – 2008 ( U.S. Sailing Association).
- 3) Rules of Racing for 2005 – 2008 Protest Form.

All racing yachts are expected to carry the following flags:

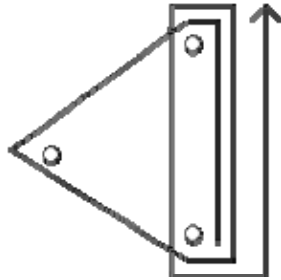
- 1) Class flag
- 2) Protest flag
- 3) Non-spinnaker declaration flag

The listed documents are available from the Lake City Yacht Club web page at [www.lakecityyachtclub.com](http://www.lakecityyachtclub.com). The class 1 flag is the nautical signal “one” and the class two flag is the nautical signal “two”. The protest flag is red and the non-spinnaker declaration flag is yellow. The flags, when used, are to be flown off the backstay of the racing yacht.

## 19. Appendix A: Race Courses

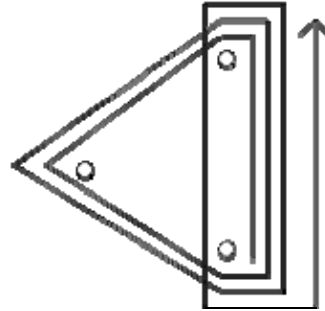
- A. Courses will be designated on the Committee Boat main flagstaff.
- B. Some courses may be set which use existing navigation marks as racing marks.
- C. Course information will be displayed or available by hailing the committee boat prior to each race. It is the responsibility of each yacht racing to check for such information prior to the start of the race.
- D. On the course flag, a red or green background indicates that the mark roundings shall be to port (red) or starboard (green). All marks shall be rounded on the same side even if roundings greater than 180 degrees are required.
- E. The compass heading to the first mark shall be available by request from the committee boat via hail or a chalkboard. In addition, a chalkboard may be used by the Race Committee to display special instructions to competitors.
- F. In the event an offset mark is placed near the windward mark to keep traffic clear, this mark must also be rounded.
- G. In the event the starting line is moved, the Committee Boat will fly code flag "L" and the start of the race will be delayed to enable the fleet to follow the Committee Boat to the new starting area
- H. Course Designators and Course Descriptions. Following are the designators and descriptions of the courses that will be regularly sailed at Lake City. All the designators listed on this section will appear on the course flag flown from the main staff of the committee boat.

**Olympic 1, flag "O1"**



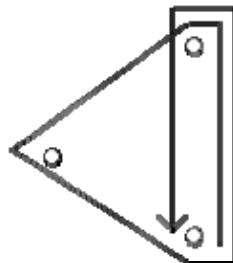
The O1 course requires each racer to sail 6 legs to complete the race. The legs are sailed in the following order: Windward, reach, reach, windward, leeward, windward.

**Olympic 2, flag "O2"**



The O2 course requires each racer to sail 9 legs to complete the race. The legs are sailed in the following order: Windward, reach, reach, windward, reach, reach, windward, leeward, windward.

**Gold Cup Course - flag "GC"**



The GC course requires each racer to sail 5 legs in the following order: Windward, reach, reach, windward, leeward.

**Windward - Leeward 1.5, flag "WL 1.5"**



The WL 1.5 course requires each racer to sail three legs in the following order: Windward, leeward, windward.

**Windward - Leeward 2.5, flag "WL 2.5"**



The WL 2.5 course requires each racer to sail five legs in the following order: Windward, leeward, windward, leeward, windward.

**Windward - Leeward 2.0, flag "WL 2.0"**



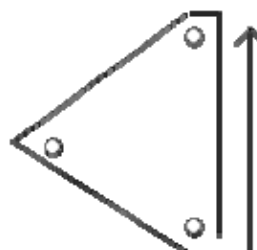
The WL 2.0 course requires each racer to sail four legs in the following order: Windward, leeward, windward, leeward.

**Windward - Leeward 3.0, flag "WL 3.0"**



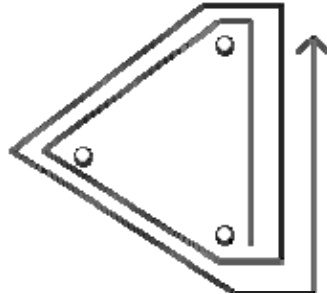
The WL 3.0 course requires each racer to sail six legs in the following order: Windward, leeward, windward, leeward, windward, leeward.

**Triangle Course 1 1/3, flag "T 1.3"**



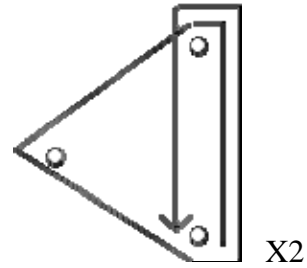
The T 1.3 course requires each racer to sail four legs in the following order: Windward, reach, reach, windward.

**Triangle Course 2 1/3, flag "T2.3"**



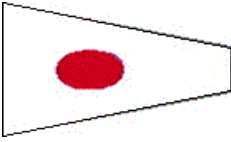
The T 2.3 course requires each racer to sail seven legs in the following order: Windward, reach, reach, windward, reach, reach, windward.

**Americas Cup Course - flag "AC" (2 Gold Cups)**

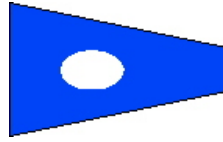


The AC course is a Gold Cup, ran twice, which requires each racer to sail 10 legs in the following order: Windward, reach, reach, windward, leeward, windward, reach, reach, windward, leeward.

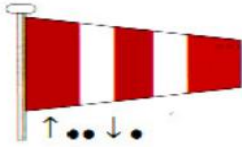
20. Code Flags



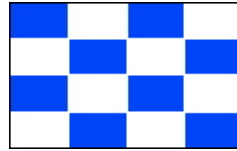
Code Flag 1. Class 1 boats.



Code Flag 2. Class 2 boats.



Answering Pendent (AP): Races not started are postponed. The warning or other signal will be made 1 minute after removal.



“N”, or “No” or “November”. All races are abandoned. Return to the starting area.

21.