



Larchmont Yacht Club

Larchmont, NY

Invitation to WINTER RACING

75th SEASON 2008-2009

Nicholas E. Langone – Winter Sailing Chairman

RACING SCHEDULE – Fleet racing will be held each day listed below.

Sunday	October	26th	Sunday	January	25th
Sunday	November	2 nd	Sunday	February	1st
Sunday	November	9th	Sunday	February	8th
Sunday	November	16th	Sunday	February	15th- Winter Series Ends
Sunday	November	23rd	Sunday	February	22nd
Sunday	November	30th	Sunday	March	1st
Sunday	December	7th	Sunday	March	8th
Sunday	December	14th-Fall Series Ends	Saturday	March	14th - make up day if needed
Sunday	December	21st	Sunday	March	15th
Sunday	January	4th	Sunday	March	22nd
Sunday	January	11th	Sunday	March	29th
Sunday	January	18th	Saturday	April	4 th –Stanley Bell Regatta
			Sunday	April	6 th –Stanley Bell Regatta & Spring Series Ends

The New Year's Frostbite Regatta will be held at Manhasset Bay Yacht Club.

The Nationals will be held at Larchmont Yacht Club, April 18 & 19, 2009.

The Awards Dinner will be held on Friday, April 24, 2009. Please mark your calendar.

RESPONSIBILITY: As a condition of participating in winter dinghy racing at the Larchmont Yacht Club, each skipper is required to sign a Waiver and Release of Liability on a form provided by the Winter Sailing Committee. By participating in such racing, each skipper thereby confirms and agrees to the terms of such Waiver and Release of Liability.

CLASS RULES: All boats must conform to the local Class Rules and Specifications. All boats must exhibit their proper sail numbers. Sail numbers must be displayed on the bow of the hull as specified by the technical committee.

Minimum combined crew weight shall be 315 pounds. In the event that a boat is overweight, the excess weight (over 230 pounds) may be deducted from the minimum crew weight. In order to take advantage of this rule, boats and crew must be weighed at the start of the season by the technical committee. The excess weight (if any) determined by the technical committee will apply for the entire season. Changes made during the season which affect the weight of the boat must be reported to the technical committee which may, at its discretion, re-weigh the boat. The race committee will conduct weigh-ins on a random basis following racing. A boat that does not meet the weight requirement may be disqualified from that days racing.

All boats must be weighed in and have its weight recorded with the race committee by the 3rd week of racing. The scale will be available beginning Nov. 2nd, in the Pando. Any boat joining the fleet late must be weighed in prior to racing.

Sailing Instructions

1 RULES

- 1.1 The Winter Racing Series will be governed by the *rules* as defined in *The Racing Rules of Sailing 2005-2008* (RRS) and *The Technical Regulations of the Interclub Dinghy* as revised April 20, 1997
- 1.2 RRS 30.1 will be in effect for all starts, but an "I" Flag will NOT be flown. This changes RRS 30.1.
- 1.3 Regulations of the Interclub Dinghy 2.3.1 Hull Weight – Fully rigged, is changed to:
Boats fully equipped for racing (i.e. with centerboard, rudder, boom, mast, lines and all fixed fittings) shall weigh at least 230 lb. This weight is meant to exclude sail, paddle, anchor, tools and any other personal effects.

2 TIME OF START – The initial warning signal will be made promptly at 1:30 PM each day on which racing is scheduled.

3 NUMBER OF RACES – The number of races sailed each day will be decided solely by the race committee.

4 WEATHER CONDITIONS – While the final decision as to whether racing should be held will rest with the race committee, the responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

5 START AND FINISH

- 5.1 The starting line will be between a staff flying an orange flag on the committee boat or float and a portside mark.
- 5.2 The finish line will be between a staff flying an orange flag on the committee boat or float and a starboard side mark unless otherwise indicated by special announcement.
- 5.3 The start and finish lines may be ignored except when starting and/or finishing.

6 MARKS AND COURSES

- 6.1 Courses will be announced from the committee boat.
- 6.2 **Windward-Leeward Course:** A three mark course with the first mark to weather with an offset mark (leave both to port), a gate to leeward of the committee boat and finish on the opposite side of the starting line. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. The course will be signaled by a placard with the number 1.
- 6.3 **No-Gybe Course:** A four mark course with the first mark to weather (leave to port), a leeward mark set beyond the starting line (leave to starboard), a second weather mark set to weather of the leeward mark (leave to starboard) and finish (leave the finish mark to port). The course will be signaled by a placard with the number 2.
- 6.4 On days when the wind is shifting, the race committee may set two or three weather marks on different bearings from the committee boat. Each mark will be a different color and be accompanied by its own white offset buoy. Prior to the warning signal for the upcoming race, the race committee will select the mark giving the best weather leg and will announce the color of the mark to be used by a loud hailer and will exhibit a flag of the same color on a staff.

7 STARTING SIGNALS - Races will be started in accordance with Appendix Q, as changed below. A number of short blasts on a horn will be considered as a warning before the 1 1/2 minute preparatory signal.

Preparatory	1 long and 3 short blasts	1 ½ minutes to go
	1 long blast	1 minute to go
	3 short blasts	30 seconds to go
	2 short blasts	20 seconds to go
	1 short blast	10 seconds to go
	1 blast for each remaining second	5 seconds
	1 long blast	START

8 RECALL

- 8.1 The regatta committee will endeavor to identify recalled boats by hailing their sail number by loud hailer.
- 8.2 Failure of a boat to hear her recall notification shall not be grounds for redress.
- 8.3 A general recall will be signaled by repeated short horn blasts.

9 LIFE PRESERVERS

- 9.1 Non-inflatable, Coast Guard approved life preservers **MUST BE WORN AT ALL TIMES** by skipper and crew.
- 9.2 Failure to comply with this rule may lead to disqualification.

10 CAPSIZING

- 10.1 It is mandatory that boats in the vicinity of any overturned boat go to the rescue of her crew.
- 10.2 Failure to comply shall lead to disqualification and/or the rescinding of a skipper's invitation to participate in LYC Winter Sailing.
- 10.3 Boats going to the rescue must report their action to the race committee and will be given credit for that race for finishing in the position at the time of rescue or, if that cannot be determined, by taking their average for the day.

11 PROTESTS

- 11.1 A protesting boat shall hail "Protest" to the other boat(s) at the time of the incident and report her intention to protest to the race committee at the conclusion of the race.
- 11.2 No written protests need be filed with the protest committee. This changes RRS 61.2.

- 11.3 A boat that cannot complete all races on a given day as a result of being fouled by a keep clear boat that caused damage or injury to the right of way boat will, if her protest is sustained, be granted a qualifying day for the season period and monthly series and her score for that day will be the earned points of the preceding races. Redress will be determined by the protest committee.
- 11.4 Protest hearings will be held within 20 minutes after the race committee arrives at the dock. At the end of the protest time, hearings will begin even though all parties are not present. "Quick Justice" will apply. Guidelines for "Quick Justice" appear below..
- 12 "QUICK JUSTICE"
- 12.1 After the validity of the protest is established, the protestor and protestee will each have three minutes to present their case.
- 12.2 The parties may ask each other brief questions to clarify the other's testimony under control of the PC Chairman.
- 12.3 The PC may ask the parties for further clarification.
- 12.4 Witnesses for the parties will have three minutes to present testimony and may be questioned briefly by the parties and the PC.
- 12.5 The time allocated to present testimony by the parties and their witnesses will be under the control of the PC Chairman.
- 13 SCORING
- 13.1 Daily
- 13.1 (a) Scoring for a day is based on a high-point system. The winner of a race will receive points equal to the total number of competitors racing that day. Second place receives one less and so on... . The winner of the day will have accumulated the greatest number of points.
- 13.1(b) Boats scored DSQ, RAF, DNS, OCS and DNF will receive zero points for that race.
- 13.2 Season Championship and Fall, Winter and Spring Series
- 13.2 (a) Definition of: a sailed day – is one in which racing has been conducted or when boats have been rigged and sent to the starting area and weather conditions have prevented racing.
- 13.2(b) Definition of: a qualifying day – is earned by 1) a sailed day or 2) complete attendance at the Mid-Winters Regatta, Mass Bay Challenge or the Manhasset Bay New Year's Regatta. However, if no sailing is conducted at Larchmont on overlapping days with the above regattas, no qualifying day is earned. Days when one or more divisions are kept ashore, at the determination of the race committee, and other division(s) sail, those kept ashore will earn a qualifying day.
- 13.2(c) Definition of: a half qualifying day – is earned when the race committee determines conditions are not appropriate for sailing and contestants sign in on the appropriate sheet at the front desk of the club on the day racing is canceled.
- 13.2(d) Scoring will be decided on a percentage basis. For each boat, this is done by summing all of the points earned on sailed days less the applicable throwouts earned, if any, and dividing by the sum of the points on the sailed days less the throwout days. If a division (s) is kept ashore at the direction of the race committee, that number of boats shall be added to the scoring as if they had sailed that day. Those that were kept ashore will be scored three less points than the lowest finisher of that day.
- 13.2(e) Days when boats are sailed by guest skippers will not count toward qualification.
- 13.2(f) Those individuals wishing to qualify as co-skippers of the same boat must notify the committee prior to the first day of racing.
- 13.3 Fall, Winter and and Spring Series Scoring
- 13.3(a) Contestants to qualify will be required to participate in 50% of the *qualifying* days
- 13.3(b) If a boat has *sailed* on more than the required number of days in the Fall, Winter or Spring series, the scorer will select the boat's best percentage days to fill out the required 50%.
- 13.4 The Season Championship
- 13.4(a) Contestants to qualify will be required to participate in 50% of the *qualifying* days.
- 13.4(b) Each boats score will be calculated on the scores for the days sailed, less the throwout days earned.
- 13.4(c) One throwout day will be allowed for a boat that has *sailed* at least 60% of the sailed days, two throwout days for a boat that has *sailed* 75% of the sailed days, and three throwout days for a boat that has *sailed* at least 90% of the sailed days. The throwouts will be selected by the scorer from the boat's worst statistical day.
- 14 PRIZES
- 14.1 First, second and third prizes will be awarded for the season's racing in Divisions A, B, and C, and first, second and third prizes each for the fall, winter and spring series. A number of other prizes will be awarded based on improvement in one series over another, for winning individual races, etc.
- 14.2 Prizes will be awarded at a dinner to be held on Friday, April 24, 2009.
- 15 DINGHY MEMBERSHIP **Non-Members** of the Larchmont Yacht Club to whom an invitation has been extended to enter their dinghies in these races, may do so by taking out a Dinghy Membership for which dues are \$600.00 and bath house assessment of \$12.00 per month plus tax.
- 16 DINGHY STORAGE AND SERVICE
- 16.1 A limited amount of space is available in the Pandemonium for the storage of dinghies. Service will also be available for moving IC Dinghies between the Pandemonium and the float.
- 16.2 A monthly charge of \$90.00 will be billed to each skipper.
- 17 NOTES
- 17.1 It is requested that each skipper paint the identification number on his dinghy on the mast and rudder. All boats must have the sail number on the bow.
- 17.2 Each dinghy must have its own dolly in proper working order.
- 17.3 BOWLINE. There shall be a painter which extends beyond the bow by at least 10 feet. The line should float and have an eye on the free end.