



# Larchmont Yacht Club

Larchmont, NY

## Invitation to WINTER RACING

**76th SEASON  
2009-2010**

Nicholas E. Langone – Winter Sailing Chairman

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

Sunday	November	1	Sunday	January	31
Sunday	November	8	Sunday	February	7
Sunday	November	15	Sunday	February	14
Sunday	November	22	Sunday	February	21 – Winter Series Ends
Sunday	November	29	Sunday	February	28
Sunday	December	6	Sunday	March	7
Sunday	December	13	<b>Saturday</b>	March	13 - Stanley Bell Regatta
Sunday	December	20 – Fall Series Ends	Sunday	March	14 - Stanley Bell Regatta
Sunday	January	3	Sunday	March	21
Sunday	January	10	Sunday	March	28
Sunday	January	17	<b>Saturday</b>	April	10
Sunday	January	24	Sunday	April	11 – Spring Series Ends

**Wharf Rat Challenge Dates:**

Mass Bay Challenge - Dec. 12 & 13, 2009 Winthrop, MA

The New Year's Frostbite Regatta - Jan 1 & 2, 2010 Manhasset Bay Yacht Club

Mid-Winters - Jan. 30 & 31, 2010 Severn SA

Stanley Bell Regatta - March 13-14, 2010 - Larchmont

Tally Cup - March or April 2009 (TBA) - New Bedford, MA

Nationals - April 17 & 18, 2010 New Bedford, MA

The Awards Dinner will be held on Friday, April 23, 2010. 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 an Entry Form as well as a Waiver and Release of Liability 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 Technical Regulations for Interclub Dinghies. 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 day's 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 2009-2012* (RRS) and *The Technical Regulations of the Interclub Dinghy* as revised April 20, 1997, including Section 10 Propulsion
- 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 lbs. This weight excludes the sail, paddle, anchor, bailers, 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 and a staff displaying an orange flag on the port end.
- 5.2 The finish line will be between a staff flying a yellow flag on the committee boat and a staff displaying a yellow flag on the starboard end.
- 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. 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 to leeward of the starting line (leave to starboard), a second weather mark set to weather of the leeward mark (leave to starboard) a second leeward mark set to leeward of the starting line (leave to port), finish to windward leaving the committee boat to port. All marks on this course (apart from the offset marks) will be of the same color. 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 multiple weather and leeward marks on different bearings from the committee boat. Each windward mark will be a different color and be accompanied by its own white offset buoy, and each set of leeward gates will be of a different color. Prior to the warning signal for the upcoming race, the race committee will select the marks giving the best course and will announce the colors of the marks to be used by a loud hailer. The race committee will exhibit on a staff colored flags representing, in descending order, the colors of the marks to be used. If only one flag is flown, only the marks of that color will be used.

7 STARTING SIGNALS - Races will be started in accordance with Appendix S, 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	<b>START</b>

## 8 RECALL

- 8.1 The regatta committee will endeavor to identify recalled boats by hailing their sail numbers 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" 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 damage or physical injury because of the action of a boat that was breaking a rule of Part 2 of the RRS will, if her protest is sustained, be granted a sailed day for the season, and her score for that day will be the earned points of the preceding races. Such 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":
- 1) a day in which at least one race has been started and completed; or
  - 2) Complete attendance at a Wharf Rat Challenge Event. However, if no sailing is conducted at Larchmont on overlapping days with a Wharf Rat Challenge Event, no sailed day is earned.
- 13.2(b) Definition of a "qualifying day":
- 1) a sailed day, or
  - 2) Days when at the determination of the race committee, the C division is kept ashore while other divisions sail, or if a C division skipper determines while at LYC that conditions are not appropriate for him/her to sail and notifies the race committee while at LYC, they will earn a qualifying day.
- 13.2(c) Definition of a "half qualifying day": a day when sailing is not cancelled prior to 10:00 and the race committee determines conditions are not appropriate for sailing. Skippers are required to sign in on the appropriate sheet, in person at the front desk of the club, no later than 1 hour after the cancellation 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 the regular skipper's 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 Spring Series Scoring
- 13.3(a) Contestants to qualify will be required to receive credit for at least 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 receive credit for at least 50% of the *qualifying* days.
- 13.4(b) Each boat's 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 23, 2010.
- 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 \$630.00
- 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 \$70.00 will be billed to each skipper for fleet dues.
- 17 NOTES
- 17.1 Each skipper must label the hull number on his dolly, mast and rudder.
- 17.2 Each dinghy must have its own dolly in proper working order.

18 FURTHER INFORMATION For further information about the fleet, please contact Winter Sailing Chairman Nicholas Langone ([nelangone@aol.com](mailto:nelangone@aol.com)) or fleet captain Peter Beardsley ([wpbeardsley@gmail.com](mailto:wpbeardsley@gmail.com)). Fleet website: <http://groups.yahoo.com/group/LYCFrostbiting>