



Larchmont Yacht Club

Organizing Authority (OA)

WINTER RACING Series

90th SEASON

2023-2024

Sailing Instructions

1 RULES

- 1.1 The winter racing series will be governed by the *rules* as defined in *The Racing Rules of Sailing* and *The Technical Regulations of the Interclub Dinghy* as revised April 20, 1997, as well as the Addendum to this document.
- 1.2 RRS V, Alternative Penalties will apply.
 - RRS VI, Penalty as the Time of an Incident is modified as follows:
Appendix V1, Penalty at the Time of an Incident, will apply on both windward-leeward courses. On a no-gybe course, Rule 44.3, Scoring Penalty, will apply with the following modifications:
 - (i) no yellow flag need be flown, but the boat shall inform the race committee of the intention to take the scoring penalty immediately after finishing that race.
 - (ii) the scoring penalty, based on the number of participants that day, will be 10% if the penalty would have been a One-Turn Penalty in rule V1, and 20% if the penalty would have been a Two-Turns Penalty in rule V1.
- 1.3 Technical Regulation 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. Changes made during the season which affect the weight of the boat must be reported to the Winter Sailing Committee which may, at its discretion, re-weigh the boat.
- 1.4 Each boat may acquire only one sail in each season. This sail must be inspected and registered by the measurer before use in any race.
- 1.5 Electronic compasses and video cameras are permitted. Use of all other electronic equipment, including GPS-enabled electronic devices, VHF radios and cell phones is prohibited while racing. Photographic evidence is not permitted at protest hearings.
- 1.6 All boats shall exhibit their proper sail numbers. Sail numbers must also be displayed in contrasting colors on the bow no less than 10" in height and within 8" of the stem.
- 1.7 Each boat shall have her own dolly in proper working order, and each skipper shall label the hull number on dolly, mast and rudder. Each boat shall have a 20' painter of floating line properly secured for towing.
- 1.8 RRS 40.1 Personal Flotation Devices shall apply. PFDs shall be non-inflatable, USCG- or CE-approved personal flotation

2 CHANGES TO THE SAILING INSTRUCTIONS

Changes will be posted before 1300 on the day they take effect. Oral changes may be made on the water via loud hailer in accordance with RRS 90.2(C)

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the official notice board [on the Google Group](#) page and may also be posted on the club website, or emailed to Winter Sailing members.

4 SCHEDULE OF EVENTS

- 4.1 The days racing schedule is listed on NOR and the Larchmont YC website
- 4.2 Guest skippers and substitute crew shall check in with the race committee prior to the race committee leaving the dock
- 4.3 Skippers sailing with borrowed sails or differing bow numbers shall receive prior permission from the race committee.
- 4.4

1315	Competitor on water
1330	Check-in First Warning

5 SIGNALS ASHORE

5.1 All signals ashore will be announced via loudhailer on the front lawn.

6 COURSES AND MARKS

6.1 Courses will be windward-leeward with gates to leeward of the finish ("Windward A") or windward-leeward with the gates to weather of the finish line with two, three, four or five legs ("Windward B"), or No-Gybe. See descriptions and course diagrams in SI 9.4.

6.2 Before each race the race committee will announce the course, the colors of the marks and if the course is Windward-Leeward B, the number of legs and (if changed from the prior race) whether gates or an offset are used, as described below.

6.3 The race committee may set two sets of weather and leeward marks on different bearings from the committee boat in course Windward-Leeward A or Windward-Leeward B. Each set of marks will be orange or yellow and be accompanied by its own white windward offset mark. Prior to the warning signal, the race committee will announce the colors of the marks to be used for that race by a loud hailer and by displaying the colored flags, in descending order, of the marks to be used. If only one flag is flown, only the marks of that color will be used.

6.4 Description of each course (See also course diagrams below.):

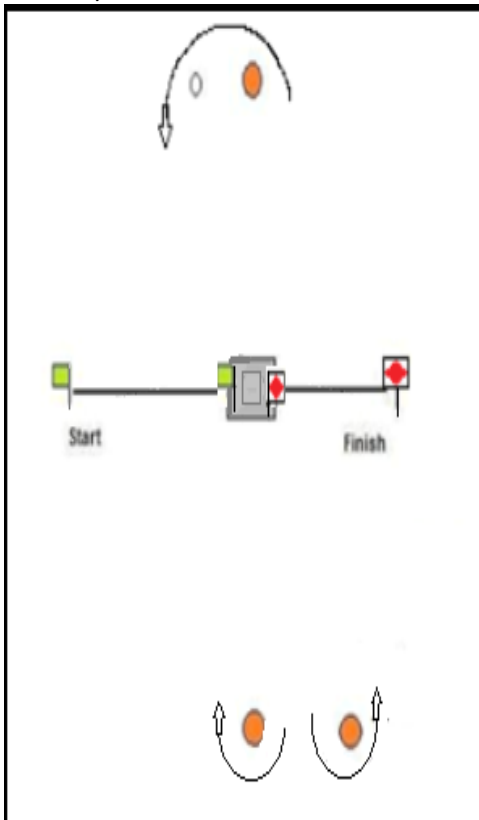
Windward-Leeward Course A: A three mark course, windward with an offset mark (leave both to port), leeward gate, finish to windward. Prior to the start, the race committee may announce that there will be no offset mark and/or a leeward mark instead of a gate. If there is a leeward mark instead of a gate, that mark shall be rounded to port.

Windward-Leeward Course B: A two-, three-, four- or five-legged course. Leave all weather marks and offsets to port. The offset must be observed each time the weather mark is rounded. Prior to the start, the race committee may announce that there will be no offset mark and/or a leeward mark instead of a gate. If there is a leeward mark instead of a gate, that mark shall be rounded to port.

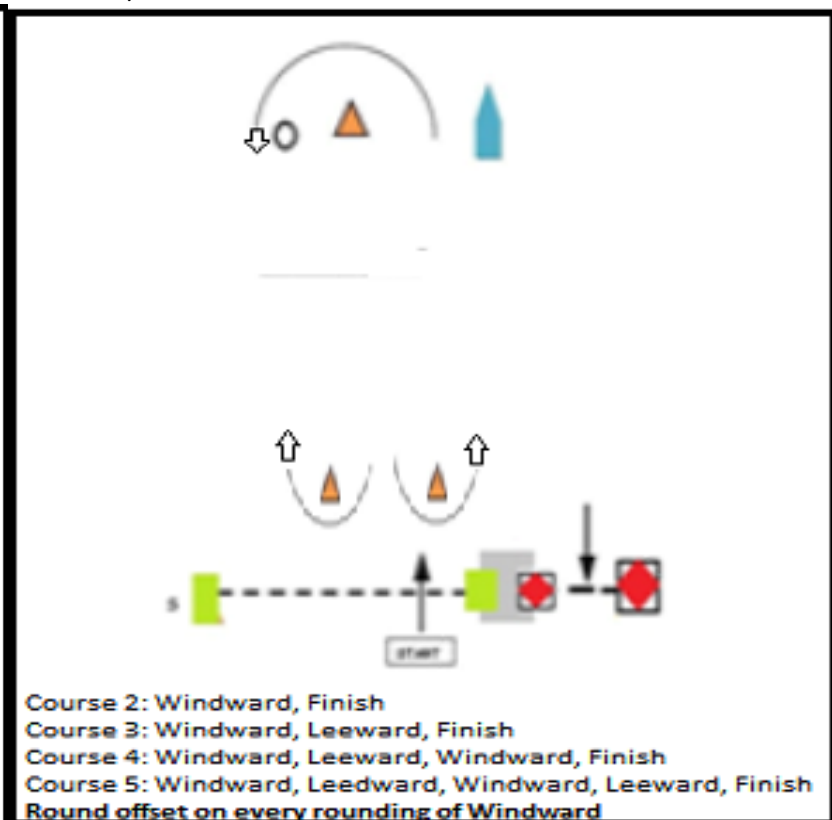
No-Gybe Course: A four mark course, 1 windward (leave to port), 2 leeward (leave to starboard), 3 windward (leave to starboard), 4 leeward (leave to port), and finish to windward.

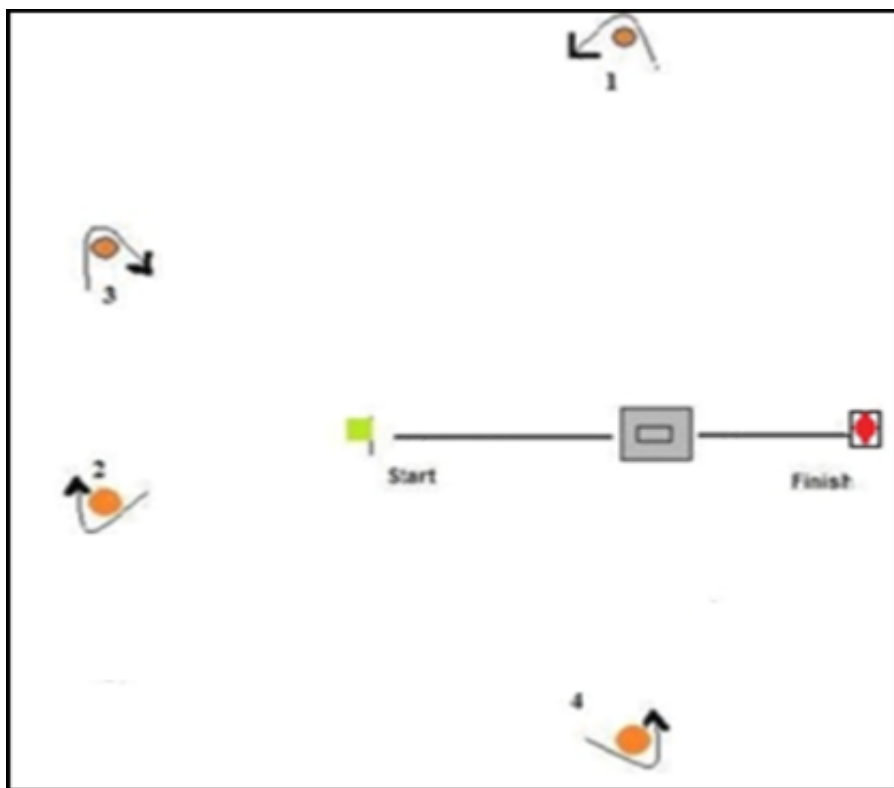
COURSE DIAGRAM(S) - (schematics not to scale)

W/L COURSE A



W/L COURSE B





NO GYBE COURSE

- 6.5 On Windward-Leeward B courses 4 or 5, the race committee may change the next windward mark by signaling from the signal boat showing the race signals: “Code Flag C” and “to starboard” or “to port” with repeated horn blasts. The color of the new mark will be the opposite of the original weather mark (see SI9.2), and a flag of the color of the new mark will fly on the signal boat.

7 THE START

- 7.1 Races will be started in accordance with Appendix U – Audible Signal Racing System as modified below

Signal	Sound	Time to Start
Before the warning signal, there will be five long attention blasts followed by 5 seconds of silence, then the warning signal.		
Warning	2 long blasts	2 minutes
Preparatory	1 long and 3 short blasts	1 ½ minutes
	1 long blast	1 minute
	3 short blasts	30 seconds
	2 short blasts	20 seconds
	1 short blast	10 seconds
	1 short blast	At 5, 4, 3, 2 and 1 second.
Start	1 long blast	0

- 7.2 The starting line will be between a staff displaying a day-glo green flag on the signal vessel and a markset bot or a staff displaying day-glo green flag on the port end. This changes Race Signals. The staff on the port end of the starting line may be displayed from a stationary pin boat.
- 7.3 If any part of a boat’s hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number by loudhailer. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 7.4 A general recall will be signaled by repeated short horn blasts. The warning signal for a new start may be made any time (with no sound).
- 7.5 Once a general recall has been signaled, rule 30.1, the “I” Flag, will be in effect for the following start, but flag “I” will not be flown. This changes rule 30.1.
- 7.6 In addition to verbal instructions, a postponement will be signaled by two horn blasts, and an abandonment of a race will be signaled by three horn blasts. No signal will be sounded before the next attention

signal.

- 7.7 A boat that does not start within two minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

8 THE FINISH

- 8.1 The finish line will be between a staff flying flag Foxtrot (white with red diamond) on the committee boat and a Markset Bot or a staff displaying a flag Foxtrot on the starboard side of the committee boat, except in Windward-Leeward Course B with three or five legs, when the finish line will be between the course side of the weather mark and a staff flying flag Foxtrot from a committee boat anchored to starboard of the weather mark. This changes Race Signals.
- 8.2 The start and finish lines may be ignored except when starting and finishing, respectively
- 8.3 Prior to the attention signal the race committee may announce that the finish line will be the same as the starting line.

9 HEARING REQUESTS

- 9.1 A protesting boat shall report her intention to protest to the race committee at the conclusion of the race, and again inform the race committee any time thereafter if the protest will not be filed. No written protest form or request for redress need be filed with the protest committee. This changes rule 61.2, and rule 62.
- 9.2 The protest jury will consist of the Chair of the Protest Committee (or their designee) plus two members drawn from the race committee and/or fleet that day. Protest hearings will begin 30 minutes after the race committee arrives at the dock. At the end of the protest time limit, hearings will begin even though all parties are not present.
- 9.3 A request for redress under RRS 62.1(b) and upheld by the protest committee, will be granted a sailed day for the season, and her score for that day will be the earned points during the preceding races, or other suitable redress as determined by the protest committee. US Sailing prescription 63.2 (a), (b) and (c) shall not apply.

10 SCORING

10.1 DAILY SCORING

- 10.1.1 Races will be scored based on the high point scoring system. The winner of a race will receive points equal to the total number of competitors who earned a sailed day. Second place receives one less and so on. The winner of the day will have the greatest number of points without exclusion. This changes A2.
- 10.1.2 Boats scored DSQ, RET, DNS, OCS and DNF will receive zero points for that race.
- 10.1.3 If the C division is kept ashore at the direction of the race committee or if a C division skipper determines while at LYC that conditions are not appropriate for racing as per the definitions of a *Sailed Day* and *Qualifying Days*, the number of C division boats not racing will be added to the scoring as if they had sailed that day. Skippers who are in both the Masters division and the B division may elect to exercise this "C Fleet Option" with the same scoring treatments as C division boats are given.
- 10.1.4 A boat that does not come to the starting area on a given day will not be scored. This changes rule A9. A boat that comes to the starting area will receive a sailed day unless electing the C fleet option as per the definitions of a *Sailed Day* and *Qualifying Days* or otherwise notifying the race committee prior to the start of the first race of the day that the boat does not intend to participate that day.

10.2 SEASON CHAMPIONSHIP AND FALL, WINTER AND SPRING SERIES

- 10.2.1 Scoring will be on a percentage basis. A boat's series score will be the total of her scores of her *sailed days* excluding her throw out days earned, if any, divided by the sum of maximum points for those days. Guest skipper's finishes will be excluded when making the percentage calculations.
- 10.2.2 Those individuals wishing to qualify as co-skippers of the same boat must notify the committee prior to the first day of racing.
- 10.2.3 Days when boats are sailed by guest skippers will not count toward the regular skipper's qualification.

10.3 FALL, WINTER AND SPRING SERIES SCORING

- 10.3.1 To qualify, boats must earn credit for at least 50% of the *qualifying days*
- 10.3.2 If a boat has sailed more than the required number of days in the Fall, Winter or Spring series, her score for the series will be the sum of her daily scores excluding her worst percentage days to fill out the required 50% (rounded down).

10.4 THE SEASON CHAMPIONSHIP

- 10.4.1 To qualify, boats must earn credit for at least 50% of the *qualifying days*.
- 10.4.2 Each boat's score will be calculated on the scores for the days sailed, less the throw out days earned.

10.4.3 One throw out day is earned for a boat that has sailed at least 50% of the *sailed days*, two throw out days for a boat that has sailed 65% of the *sailed days*, and three throw out days for a boat that has sailed at least 80% of the *sailed days*.

10.5 CREW RACE SEASON CHAMPIONSHIP

10.5.1 Crews must participate in 40% of the crew races to qualify for the crew race championship.

10.5.2 Crew race scores will be calculated on a percentage basis. A crew's series score will be the total of her *sailed days*' scores (high point) divided by the sum of the maximum points for those days, with no throw-out days.

10.5.3 Scoring will be based on each individual crew's results as skipper in the crew race. No crew's score will be combined with another crew's score.

11 **DIVISIONS:**

11.1 Boats will be scored in three divisions (A, B, and C) as well as overall.

11.2 If a skipper did not qualify in the prior year, or is new to the fleet, the race committee will assign the skipper to the division it feels is most appropriate. Typically, a new skipper may not be assigned a division until after at least three days of sailing. A skipper will be scored in the same division throughout the season.

11.3 Masters Division: Skippers over 60 years of age by the first day of scheduled racing will compete within a Masters Division in addition to the A, B, or C division. Skippers eligible for Masters may opt out of being scored as Masters by notifying the race committee before their first race of the season.

11.4 Women's Division: Female skippers will compete within a Women's Division in addition to the A, B, or C division.

11.5 Junior Division: Skipper (for the entire day) is 21 years old or less on the first day of racing will compete within a Junior Division in addition to the A, B, or C division.

12 **PRIZES**

12.1 Daily prizes will go to the boats winning A, B, C, if four or more boats raced in that division.

12.2 First, second and third place trophies will be awarded for the Season's Racing and Season Series in Divisions A, B, C, Junior, Women's and Masters with four or more competitors in the division.. A number of other prizes will be awarded based on improvement in one series over another, for winning individual races, crew race championship, etc.

12.3 Prizes will be awarded at a dinner at the end of the season April 26th, 2024.

13 **SAFETY REGULATIONS**

13.1 Boats shall not leave the dock prior to the race committee's departure.

13.2 Prior to the warning signal of her first race each day, a boat shall sail past the race signal vessel, hail her sail number and be acknowledged by the race committee.

13.3 [DP] A boat that retires from a race or does not intend to compete in a race after checking in shall notify the race committee as soon as possible.

13.4 It is mandatory that boats in the vicinity of any overturned boat go to the rescue of her crew.

13.5 Failure to comply with SI 12.4 may lead to disqualification and/or the rescinding of a skipper's invitation to participate in LYC Winter Sailing.

13.6 Boats going to the rescue of a capsized boat shall 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 or other suitable redress as determined by the protest committee. This changes rule A5.

13 **RISK STATEMENT**

Competitors are reminded of the Disclaimer of Liability to which they agreed on the Entry Form.

14 **FURTHER INFORMATION**

For further information, please contact:

Winter Sailing Chairman Karen Ronan (PRO) karenoenronan@gmail.com

Fleet Captain Ted Ferrarone tferrarone@yahoo.com

Protest Committee Chairman: Charles Ulmer

DEFINITIONS:

1) Definition of a "sailed day":

- a) a day in which at least one race has been started and completed; or
- b) complete attendance at any eligible Wharf Rat Challenge Event (excluding the New Years' Frostbite Regatta). However, if no regular sailing is conducted at Larchmont on days overlapping with an eligible event, no sailed day is earned; or
- c) days where the C division is kept ashore at the direction of the race committee while other divisions sail.

2) Definition of a "qualifying day":

- a) a sailed day, or
- b) complete attendance at the New Year's Frostbite Regatta.
- c) if a C division skipper or a B division Masters skipper determines while at LYC and at any time prior to the start of the first race of the day that conditions are not appropriate for him/her to sail and notifies the race committee while at LYC, they will earn a qualifying day, but not a sailed day.

3) Definition of a "half qualifying day": a day when the race committee decides to cancel racing after 10:00 a.m. Skippers

must sign the appropriate sheet, in person, at the front desk of the club, no later than 1 hour after the race committee's decision to cancel racing for the day. Skippers must have been prepared to race prior to the cancellation.

4) Division Assignments

A skipper finishing with a season score (in each case, including throw out days) of .7000 or higher will be placed in Division A the following year, a season score between .6999 and .4000 will be placed in Division B the following year, and a season score of .3999 or lower will be placed in Division C the following year. However if this procedure would result in a Division A skipper moving to Division B and his two-year average season score is .7000 or above, he will remain in Division A. Similarly if this procedure would result in a Division B skipper moving to Division C and his two-year average season score is .4000 or above, he will remain in Division B.