

# LPOYC Sailing Instructions

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*Effective: April 1, 2017*

## **Rules:**

Racing will be governed by the rules as defined in the [Racing Rules of Sailing for 2017–2020](#),

## **Membership:**

Membership in the Lake Pend Oreille Yacht Club (LPOYC) is required for Spring, Summer, Fall Series, and Commodore's Cup scoring. Member boats without ratings can participate in the series races, but they will not be scored. Non-members can participate in individual races, but their scores will be excluded from series or Challenge Cup scoring. A two race grace period is allowed. Scores during the grace period will be counted if memberships are later obtained.

## **Entries:**

Competitors may enter by delivering a completed entry form and paying the appropriate fees prior to the start of each race.

## **Fees:**

- LPOYC Membership - \$50.00 per year.
- Entry fee - The entry fee for a series race, will be \$12.00 per day, \$60.00 per series, or \$180.00 per year.
- Rating Fee - The completed entry form must include a current PHRF-NW certificate, or an application for a local rating. The application fee for a local rating shall be \$15.00.

## **Schedule of Races:**

The number of races and scheduled time of the warning signal for the first race will be announced at the skippers meeting preceding the race. When there has been a long postponement and when more than one race (or sequence of races, for two or more classes) will be held on the same day, the warning signal for the first race and each succeeding race will be made as soon as practicable. Once a starting time has been determined, please proceed as quickly as possible to the starting area. Taking extra time to "sail" to the starting line, while others wait, is inconsiderate of other racers. The Race Committee is committed to getting races started on time. Racing is scheduled to start at 10:00 a.m. and races will continue as time permits, with no races started after 1:00 p.m. The number of races will be at the sole discretion of the Race Steward.

## **Fleets and Fleet Flags:**

Boats will be assigned to classes based on prior performance. Prior to racing, a boat may request to be assigned to an alternative fleet. Boats who have not raced in prior events must

contact the Race Committee, and are encourage to make their request before race day.

Red Fleet – rectangular Red flag

Blue Fleet – rectangular Blue flag

White Fleet – Non-Spinnaker boats of any rating – rectangular White flag

If more fleets are added, the flags for those fleets will be announced at the skippers meeting preceding the race.

### **Racing Areas and Courses:**

The location of racing areas and courses will be announced at the skippers meeting preceding the race. Each course will be designated with a single letter. No later than the warning signal, the race committee signal boat will display the letter of the course to be sailed. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. Legs of the course will not be changed after the preparatory signal. This changes rule 33.

### **Restricted Start/Finish Line:**

If designated on the course map, after starting and before finishing, a boat shall not sail through the start/finish line. If restricted, the Race Committee shall disqualify any boat crossing a restricted start/finish line while racing.

### **Marks:**

Marks will be identified at the skippers meeting preceding the race.

### **Signals Made Ashore:**

Signals made ashore will be displayed at the marina hosting the skippers meeting for the race. When flag AP is displayed ashore, “1 minute” is replaced with “not less than 15 minutes” in the race signal AP.

### **Areas that are Obstructions:**

No areas are designated as obstructions, except a restricted start/finish line.

### **The Start:**

Races will be starting using rule 26. The starting line will be between a starting mark and the signaling staff on the race committee signal boat. Boats whose warning signal has not been made shall avoid the starting area. A boat starting later than 15 minutes after her starting signal will be scored a Did Not Start. See rule A4.2.

### **Shortening the Course:**

If the race committee signals a shortened course (displays flag S with two sounds) and displays the flags of one or more classes, the finish line for the fleets whose class flags are displayed shall be at a rounding mark, between the rounding and a staff displaying flag S. If the race committee signals a shortened course (displays flag S with two sounds) and no class flags are displayed, the finish line for all fleets shall be at a rounding mark, between the rounding mark and a staff displaying flag S. This changes rule 32.2.

**The Finish:**

The finish line will be between a finishing mark and the signaling staff on the race committee signaling boat.

**Time Limits:**

Changing A4.2 and RR35, the finishing time limit for all yachts, if any, will be announced at the skipper's meeting. Any boat still racing after the time limit has expired will be scored DNF. The time limit will be indicated by four blasts on the committee boat horn.

**Scoring:**

Time on Time handicapping arrives at a boat's corrected time by multiplying a boat's elapsed time (in seconds) around a course by a time correction factor (TCF). There are different systems used to determine the TCF. They include the U. S. Sailings' PHRF (Performance Handicap Racing Fleet) system, and the Royal Yachting Association's NHC (National Handicap for Cruisers). For LPOYC racing, the NHC rating system, adjusted at the end of each series, will determine trophy awards. All one-design boats that use an average of ratings for their individual design must conform to class rules.

If a boat decides to change their declaration concerning sailing with or without a spinnaker, their TCF will be adjusted up or down by adding or subtracting .025. The change will remain in effect until the start of the next series.

At least six races are scheduled for the Spring, Summer, and Fall series. One race is required to be completed to constitute a series. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six races have been completed, a boat's series score will be the total of her race scores, less one throw-out. If eight or more races are completed, a boat's series score will be the total of her race scores, less two throw-outs.

In the event that a designated race steward is not available, a volunteer race steward may be required. If this requirement precludes a boat from racing in that race, the boat will be scored OOD (Officer of the Day). The score will be equal to the average of that boats' other scores in a series.

**Penalty System:**

As provided in rule 67, the protest committee may without a hearing penalize a boat that has broken rule 42.

**Protests:**

[Protest forms](#) are available at the Bitter End Marina clubhouse and at the skippers meeting preceding the race. For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day.

**Serious Collisions:**

A collision causing damage requiring more than normal maintenance is regarded as a serious incident. When such damage occurs, the Protest Committee shall hold a hearing under RRS 60.2, 60.3 & 63 to determine the facts and consider whether those involved exercised reasonable care in handling their boats. When the Protest Committee finds that either or both boat(s) did not, one or both shall be disqualified, regardless of any alternative penalty(ies) accepted under RRS 44.1. In extreme cases, either or both boat(s) may be excluded from the rest of the regatta or series (Changes RRS 64.1).

### **Ties and Other Rules:**

In accordance with the Racing Rules for Sailing, series scoring shall include the following: (A8.1) if there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used. (A8.2) if a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

### **Safety Regulations:**

A boat that retires from a race shall notify the race committee as soon as possible. Boats shall carry all legally required safety equipment -- consult [\*The Handbook of Idaho Boating Laws and Responsibilities\*](#).

### **Radio Communication:**

Without limiting the application of rule 41, the transmission or receipt while racing of any communication for the direct or indirect benefit of an individual boat is prohibited. This includes fee-for-service weather information and all routing information or advice. This does not include communication, including electronic communications, required in order to comply with the notice of race and sailing instructions or for personal messages not related to a boat's performance in the race.

VHF channel 72 is designated for communication between the race committee and competitors.

### **Prizes:**

Trophies will be awarded at the annual banquet for the top three places in the Spring Series, Summer Series, Fall Series, and Commodore's Cup Regattas. Skippers of the winning boats in each fleet in the Commodore's Cup Regatta will have their names engraved on the Commodore's Cup Trophy.

### **Disclaimer of Liability:**

Competitors participate in racing entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after racing.

### **Video and Photography Rights:**

All marks, pictures, audio and video recordings, graphic logos and service names contained herein or produced during the season by or on behalf of the LPOYC are the properties of the LPOYC. No rights are granted to use pictures, graphic logos and service names without permission. Competitors give absolute right and permission for video footage or photographs of themselves or their boats to be published in any media for press, editorial or advertising purposes.

**Insurance:**

Each participating boat shall be insured with valid third-party liability insurance.

## Challenge Cup and Commodore's Cup

### Races to Count and Minimum Required:

The Challenge Cup will consist of the Spring, Summer, and Fall series races.

### Race Scores:

Each boat will receive points towards the Challenge Cup using a high point system. First place in each race will earn points equal to the number of boats finishing the race. Second place will earn points equal to the number of boats finishing minus one, etc. Challenge Cup points accumulate during the entire year and are carried forward from series to series.

All other boats that compete in that race, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will not be scored.

### Scores:

The top scores earned by each boat during Series Events shall constitute its' total. Scores will be earned by fleet designation (i.e. Red points, Blue points, White points, etc.) The qualified boat with the highest score is the winner, and others are ranked accordingly.

The table below shows the number of scores earned by each boat to count towards the Challenge Cup:

Number of races	Number to count
1-3	0
4-18	12
19-21	13
22-24	14
25-27	15
28-30	16

### Commodore's Cup Eligibility:

All boats that have raced at least three races during the year are eligible to compete in the Commodore's Cup, **if they are ranked in the top eight of their fleet**, based on Challenge Cup standings after completion of the Spring, Summer, and Fall series.