

Clearwater Yacht Club

Laser Midwinters East February 20-24, 2019

Sailing Instructions

1. Rules

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*. If there is a conflict between the Sailing Instructions and any other document governing the event, the Sailing Instructions take precedence. This changes rule 63.7.

1.2 RRS Appendix P, Special Procedures for Rule 42, will apply.

1.3 The Laser Radial Class will sail in a "Protected Competition" per US Sailing Regulation 12.03. See Addendum A. The expedited appeal process is available for the Laser Radial Class under Appendix R, Procedures for Appeals and Requests, Rule 8. See Addendum A.

1.4 Copies of the entire text of the 2017 – 2020 US Sailing Prescriptions will be posted on the Official Notice board and are available at registration on request.

1.5 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

1.6 If there is a conflict between languages, the English text will take precedence.

1.7 The **organizing authority is the Clearwater Yacht Club (CYC)**. The event will be held at the Clearwater Yacht Club, 830 South Bayway Blvd, Clearwater, Florida 33767. **Registration, launching and storage for Lasers will be at the Clearwater Community Sailing Center (CCSC), 1001 Gulf Boulevard, Clearwater, FL 33767.**

2. Eligibility and Entry

2.1 All competitors must meet the eligibility requirements and file valid entries in accordance with the Notice of Race.

2.2 For the Laser Radial class, this is the 1st regatta in the qualifier series for the World Sailing Youth World Championship 2019. Competitors wishing to be selected for Youth Sailing World Championship 2019 must meet the US Sailing and World Sailing eligibility criteria. <http://www.ussailing.org/wp-content/uploads/2018/08/YWQ-2019-selection-criteria-Final.pdf>.

3. Notices To Competitors

Notices to competitors will be posted on the Official Notice Board located on the upper level of the Clearwater Community Sailing Center.

4. Changes In Sailing Instructions

Any change in these sailing instructions will be posted before 0800 on the day it will take effect, except that any change in the schedule of races will be posted before the end of the protest filing period on the day before it will take effect.

5. Signals Made Ashore

5.1 Signals made ashore will be displayed from the flagpole at the Clearwater Community Sailing Center. When a signal is displayed over a class flag, it applies to that fleet only.

5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

6. Additional Identification [NP]

For split fleets, each boat shall display, while racing, a colored band corresponding to the fleet to which she has been assigned. The colored band should be securely taped to the mast below the gooseneck, where it is clearly visible. The color bands will be distributed to each sailor upon sign-out at the Safety Table on the upper level of the Clearwater Community Sailing Center.

7. Schedule of Races

7.1 Wednesday, February 20

0900 – 1300 Registration, Check in & Sail Measurement (Clearwater Community Sailing Center)

1600 – 2000 Registration, Check in & Sail Measurement (Clearwater Community Sailing Center)

Thursday, February 21

0800 – 0900 Late Check in & Sail Measurement for registered competitors only (Clearwater Community Sailing Center)

0930 Skippers Meeting (Clearwater Community Sailing Center)

1100 First warning signal, races to follow

Friday, February 22

1030 First warning signal, races to follow

Saturday, February 23

1030 First warning signal, races to follow

1830 - 2100 Dinner at Clearwater Yacht Club.

Sunday, February 24

1030 First warning signal, races to follow

Closing ceremonies and awards to follow ASAP (Clearwater Community Sailing Center)

7.2 No more than three (3) races per fleet will be scheduled for each day.

7.3 No warning signal shall be made after 1630 except on Sunday February 24, when no warning signal will be made after 1430.

7.4 A total of ten (10) races are scheduled, of which a minimum of three (3) races must be completed to constitute a regatta.

7.5 To alert boats that a race or sequence of races will begin soon, the orange starting line flag(s) will be displayed with one sound not less than two minutes before the warning signal is displayed.

7.6 Flag A displayed, with no sound, while boats are finishing means, 'No more racing for this fleet today.'

8. Racing Area

The racing area will be in the Gulf of Mexico, northwest of Clearwater Pass.

9. Courses

9.1 The diagrams in Attachment A show the courses, the included angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 The course designation, the approximate distance and the bearing to the first mark will be displayed on boards from the RC signal boat no later than the warning signal for each start.

10. Marks

10.1 Original marks 1, 2 and 5 will be yellow tetrahedrons, (gate) marks 3(P&S) and 4(P&S) will be orange tetrahedrons. In the event that only one mark is in place for a gate, it shall be left to port.

10.2 The starting marks for the **Laser and Radial classes** will be a RC signal boat at the starboard end and a RC boat displaying an orange flag at the port end. The starting marks for the **Laser 4.7 class** will be a RC signal boat at the starboard end and the red-orange 'guide buoy' at the port end.

The finishing marks will be a RC boat displaying an orange flag at the starboard end and an orange inflated mark at the port end.

10.3 New rounding marks, when used in accordance with instruction 12, Change of Course will be original marks, banded with a black band. If the "new" rounding mark is a gate, only the port mark will be banded.

11. The Start

11.1 The Class Flags will be:

Laser - Numeral pennant "1"

Laser Radial - Numeral pennant "2"

Laser 4.7 - Numeral pennant "3"

For split fleets, the color corresponding to the fleet being started, will be flown with the class flag as follows: Yellow/Gold Fleet – yellow, Blue/Silver Fleet – blue.

11.2 The starting line for the **Laser and Radial classes** will be between a staff displaying an orange flag on the RC signal boat at the starboard end of the starting line and the staff displaying an orange flag on a RC boat at the port end. The race committee may set a 'guide buoy' (a small red-orange buoy) near the middle of the starting line. This 'guide buoy' is not a mark of the course **for these classes**.

The starting line for the **Laser 4.7 class** will be between a staff displaying an orange flag on the RC signal boat at the starboard end of the starting line and the course side of the red-orange 'guide buoy' at the port end.

11.3 **[NP]** During a starting sequence, boats whose warning signal has not been made shall stay to leeward of the line of red-orange balls set approximately 100 meters below the start line. (See illustration in Attachment A.)

12. Change Of The Next Leg Of The Course

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark(s) as soon as practicable. Subsequent marks of the course may be relocated without further signaling to maintain the original course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. Individual gate marks may be moved (without signal) to maintain the configuration of the course.

13. The Finish

The finishing line will be between a staff displaying an orange flag on the RC finishing boat at the starboard end and the course side of the port end finishing mark.

14. Time limits

14.1 The time limit for the first boat to round the first windward mark shall be 20 minutes.

14.2 The time limit for the first boat in each class/split to finish a race will be 90 minutes. In addition, any boat failing to finish within 20 minutes of the first boat in her class/split (which sails the course and finishes) will be scored TLE without a hearing. (See 18 Scoring.) This changes rules 35, A4 and A5.

15. Measurement & Equipment

Each competitor is responsible for ensuring their equipment is in compliance with the ILCA rules. Failure to do so may result in disqualification from the regatta. Sections 2, 3 and 6 of the NOR will be enforced and other measurement and equipment checks may be made at any time during the regatta.

16. Protests and Requests for Redress.

16.1 Protest and Scoring Inquiry forms will be available at the Judges Secretary's table located in the glassed-in room behind the Official Notice Board on the upper level of the Clearwater Community Sailing Center.

16.2 As soon as practical after the docking of the race committee finish boat, that docking time will be posted on the official notice board. Protests and requests for redress shall be lodged at the Judges Secretary's table within 45 minutes of that posted docking time.

16.3 Protests and requests for redress will be heard in the approximate order of posting. The time and place of the hearings will be posted on the official notice board within 15 minutes after the end of the protest filing time. This is the notice required by rule 61.1b and 63.2.

16.4 If the Race Committee posts a list of boats scored OCS, UFD or BFD on the official notice board before the protest time limit, a request for redress based on such posted score shall be made no later than one hour after the posting time. This changes RRS 62.2.

16.5 Rule 62.2 is changed so that on the last day of the qualifying series and the last scheduled day of racing a request for redress or for reopening a hearing, based upon a protest committee's decision or a scoring error, shall be delivered

(a) within the protest filing time limit if the requesting party was informed of the decision on the previous day;

(b) no later than 30 minutes after the requesting party was informed of the decision on that day.

16.6 Penalties for breaches of Rules other than Parts 2 and 3 of the RRS will be at the discretion of the Protest Committee.

17. Scoring

17.1 The series for **Laser and/or Laser Radial classes** may consist of a qualifying round and then a final round of Gold and Silver fleets where boats are assigned to Gold or Silver based on qualifying round scores. Scores from races in **both** rounds will be used to determine a boat's final series score. There will be no qualifying round for the **Laser 4.7 class** series.

A minimum of three races must be completed to constitute a regatta for each class.

17.2 When fewer than five races have been completed, a boat's qualifying round or series score will be the total of her race scores. After five or more races have been completed, a boat's qualifying round or series score will be the total of her scores, excluding her worst score.

17.3 Depending on the number of registrations, the **Laser and/or Laser Radial classes** may have split fleets; and then the following will also apply:

17.3A Boats will sail a qualifying round and during that round they will be assigned to fleets Yellow & Blue, of as nearly as possible equal sizes. The initial fleet assignments will be made by the organizing authority using ISAF World rankings and the 2016 North American Grand Prix ranking as guides. Any competitors who register on site, or for whom neither rankings are available will be assigned to alternate fleets in order of registration.

17.3B The qualifying round will last two days provided at least 4 races have been completed for each fleet of a class at that time. If 4 races have not been completed, the qualifying round for that class will last three days and the results will be based on the scores earned in the number of races then completed by both fleets. Rule A4.2 is changed so that the scores in the qualifying round are based on the number of boats assigned to the larger fleet.

17.3C During the qualifying series, after each day in which more than one race is completed, boats will be reassigned to fleets based on series scores to date. Reassignments will be made as follows:

| <u>Rank in Series</u> | <u>Fleet Assignment</u> |
|------------------------------|--------------------------------|
| First | Yellow |
| Second | Blue |
| Third | Blue |
| Fourth | Yellow |
| Fifth | Yellow |
| ... and so on | |

If both fleets for a split class have not completed the same number of races, the series scores for assignments will be calculated for those races (numbered in order of completion) completed by both fleets. These assignments will be based on the ranking available at 2000 that day. (The Protest Committee may extend that time limit.)

17.3D At the conclusion of the qualifying series, boats will be assigned to Gold or Silver final-series fleets based on their series scores to date. The two fleets will be of as nearly as possible equal sizes and the Silver fleet will not be larger than the Gold fleet. In the event that one fleet has completed fewer races in the qualifying series than the other, the assignment will be calculated using those races (numbered in order of completion) completed by both fleets. Any extra race(s) completed by one fleet to that point will not be included in the final series scores for either the Gold or Silver fleet.

17.3E From that point on, the Gold and Silver fleets will be scored separately and one fleet does not need to complete the same number of final series races as the other fleet.

The boats assigned to Gold fleet will be ranked higher in the regatta than boats assigned to Silver fleet.

17.4 Boats scored TLE will be scored points equal to the number of boats which sail the course and finish within the time limit plus two points by the race committee without a hearing. The total shall not exceed the number of boats entered in that class. This changes rules A4.1, A4.2 and A5.

18. Safety and Accountability [NP]

18.1 Safety

Competitors shall wear a personal flotation device at all times while afloat, except temporarily while changing clothes. Such device shall verifiably meet the requirements of either the sailor's national authority or of the government regulations that apply in the racing area. This changes rule 40.

18.2 Accountability

18.2a On each day of racing, prior to proceeding on the water, each competitor shall personally sign out with the Safety representative located on the upper level of the Clearwater Community Sailing Center (CCSC). The competitor shall also verify his/her sail number. These actions are to be done by the competitor himself/herself. **Sign out/sail verification by family members, coaches, other competitors, or friends will not be accepted.**

18.2b If a boat retires before the end of racing for the day, such boat shall attempt to report their retirement to a Race Committee or Safety boat on the racecourse. They may also report their retirement, promptly after arriving ashore, to the Safety representative located on the upper deck of the CCSC. Alternatively, upon arrival ashore, the competitor may send a text message to 813-205-2237 AND 972-877-0845 "Sail number (XXXXXX) has retired."

18.2c Upon completion of races on each day, all boats on the racecourse while returning to shore, **shall pass between two Safety boats (marked by an orange flag with black numerals) located immediately East of (inside) the bridge over Clearwater Pass. If being towed, please insure the tow boat operator slows to idle speed to facilitate proper recording of sail numbers.** This process will serve as the check of boats returning ashore.

18.3 Failure to comply with any part of instruction 19.2 shall result in a boat having **5** points added to her position in her last completed race that day (without a hearing) for the first violation (SVA), **10** points for the second violation (SVB). Additional alleged violations are subject to protest by the Protest Committee and, following a hearing, may include disqualification. This changes rules 63.1, 64.1, A3, A5 and A11.

19. Coach and Support Boats [NP]

19.1 Support boats with team leaders, coaches, and other support personnel shall stay at least 75 meters outside the course and any racing sailboat and shall not be between the outer and inner trapezoid 'loops' from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment. Support boats intending to watch a start shall also stay to leeward of the line of buoys set approximately 100 meters below the start line (from the warning signal until the start or a postponement is signaled).

19.2 Coach and Support Boats that tow competitors and their boats to shore upon completion of races on each day, shall tow these boats between the two Safety boats (paragraph 19.2.c) in single file at six knots or less. There shall be no passing of other boats within 50 meters of the two Safety boats (19.2c above). This is necessary to ensure recording of all sail numbers for purposes of accountability.

19.3 Support boats will be issued a numbered flag during registration. This flag will be clearly displayed at all times while under way. When the flag is returned, the \$50 flag deposit will be refunded. **Unregistered boats will remain well clear of the entire racing area at all times.**

20. Radio Communications

The race committee will monitor **VHF channel 72**. Coach/support boats are asked to monitor that channel and to respond to any reasonable request from the race committee to stand by or otherwise assist in the safe conduct of this event.

In the interest of competitor safety, coach/support boats are also requested to report any potentially dangerous situations they observe to the Safety Committee on **VHF channel 71**.

21. Trash Disposal [NP]

As sailors, we seek to protect and restore our oceans and coastal waters. Trash may be placed aboard support and race committee boats. The penalty for breaking RRS 55 is at the discretion of the Jury.

22. Risk Statement

RRS 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
- f) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

ADDENDUM A – Applicable to all Laser Radial Class Sailors

23 PROCEDURES FOR PROTECTED COMPETITIONS

23.1 US Sailing Regulation 12.03 Protected Competitions, will be in effect for this event, as follows. US Sailing shall ensure that the Organizing Authority includes the following rules and procedures in the Notice of Race and the Sailing Instructions for a Protected Competition:

- a) The US Sailing prescriptions to rules 63.2, and 63.4 shall apply to a Protected Competition, except that the words "when practicable" in the first sentence of the prescription to rule 63.4 are deleted.
- b) Protest committees shall include 20% "sailor-athlete" representation. "Sailor- athlete" has the meaning of "athlete" set forth in USOC Bylaw, Section 8.8.2 (the 10-year rule) or Level A or B Sailor-Athlete as defined by US Sailing Sailor Athlete Council (SAC) Bylaws 3.3.1 and 3.3.2 (except that the US Sailing member class referred to in SAC Bylaw 3.3.2.3 shall be an international class recognized by WORLD SAILING at the time of the sailor-athlete's qualification).
- c) The right of appeal will not be denied under rule 70.5 (a), (b), or (c), but an expedited appeal process may be used that balances the needs of the competitor for certainty with respect to berths in future competitions and sufficient time to prepare the arguments and evidence for the appeal.
- d) Any boat that is a party to a redress hearing may be represented by up to two individuals. This changes rule 63.3(a).
- e) If a hearing is scheduled after the event is concluded and after the sailors and officials have left the venue, it will be scheduled as soon as possible, and in a place and manner chosen with deference to the competitor's preferences or circumstances; and parties to the hearing have the right to be present telephonically or via video feed as appropriate, provided all participants can hear and speak to each other.

23.2 The following rule changes shall be made:

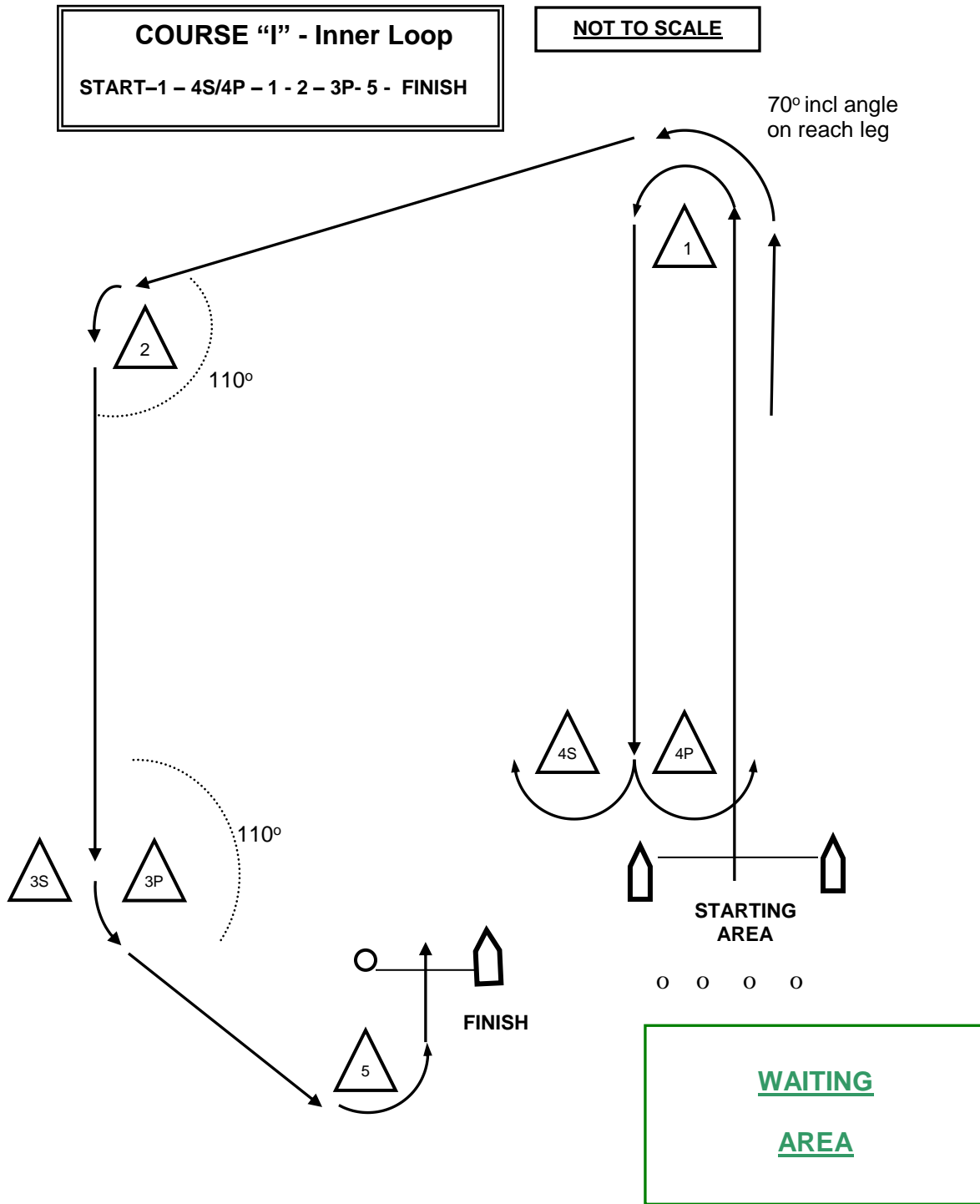
- a) Rule 65.2 is changed as follows: "seven days" is changed to "24 hours"; and "promptly" is changed to, "within 24 hours".
- b) Rule 66 , Reopening a Hearing, second sentence is deleted and replaced by:
However, if an appeal of its decision has been sent to the national authority, the hearing shall not be reopened unless the national authority requires reopening under rule R5.4 or decides the appeal cannot be considered.
- c) Rule 70.2 is deleted.

23.3 EXPEDITED APPEALS PROCEDURE

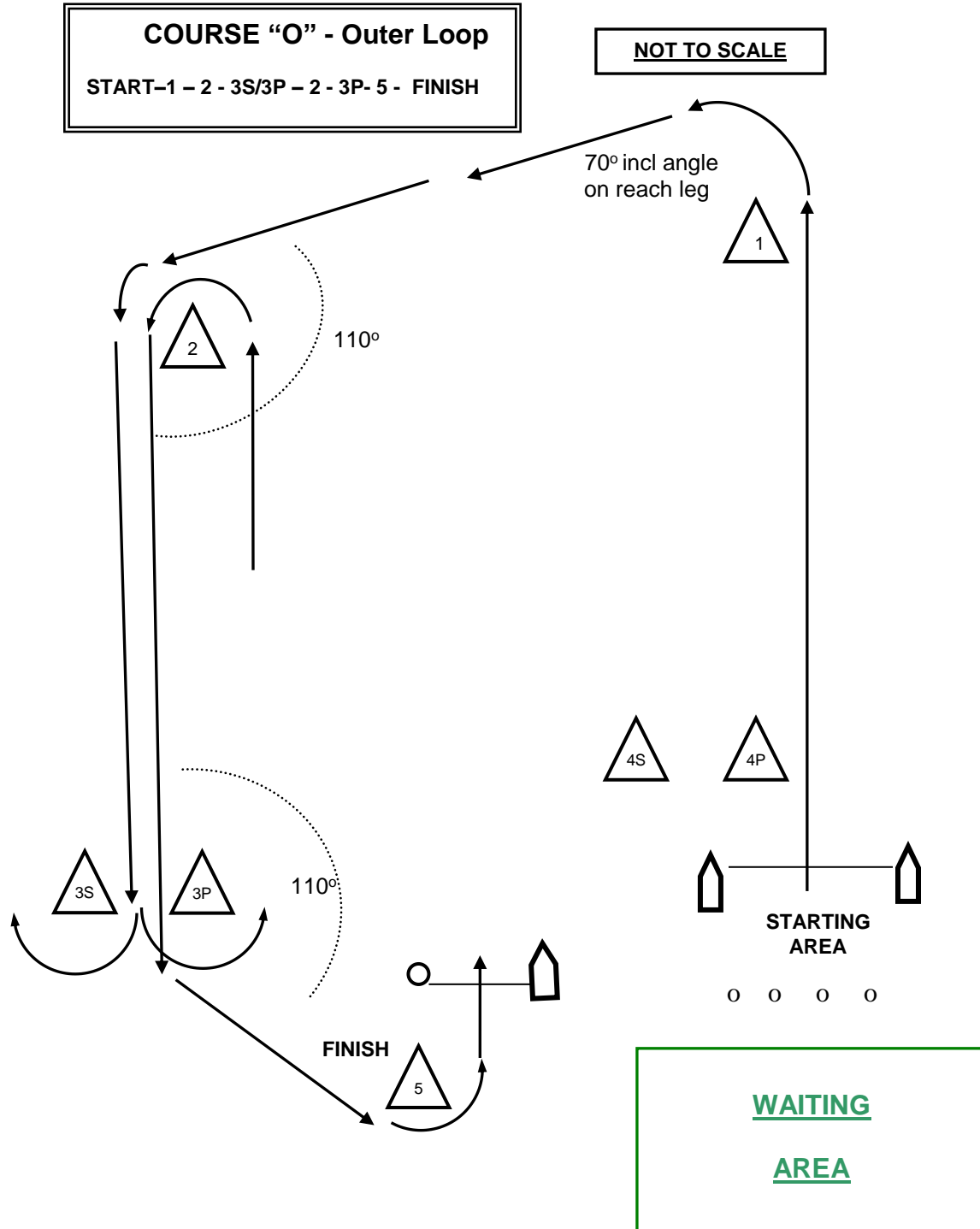
The expedited appeals system in Rule R8, Expedited Appeals, will be used. See:

<http://www.ussailing.org/wp-content/uploads/2018/01/2017-Expedited-Appeals.pdf>.

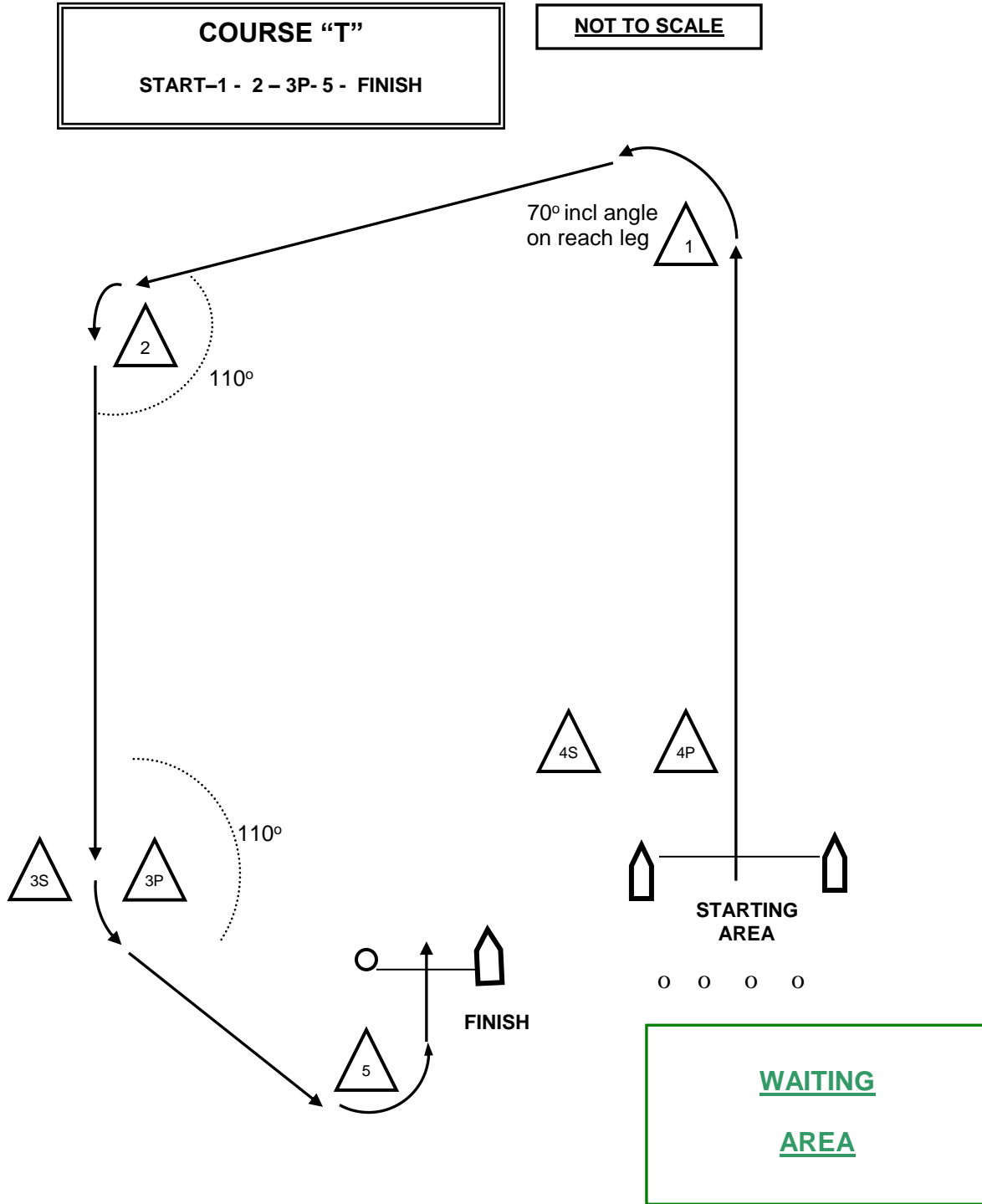
Attachment A



Attachment A – Continued



Attachment A – Continued



Attachment A – Continued

NOT TO SCALE

