



# Clear Lake Racing Association

## Wednesday Night Sailboat Racing

### 2020 Sailing Instructions

Revision Table

Revision Number	Date	Rule	Change
0	3/9/2020		First issue 2020 pending possible course revisions
1	5/5/2020	2.3, 18.5, 16.2	Adjustments for delayed season and change Boat of the year basis
		12,14	<b>Special 2020 Appendix if Villa Capri dock/facilities unavailable</b>
2a	5/13/2020	16.2, 18.5, App A, App C new	Handicap adjustment moved to Appendix C new, App A clarify marks, 18.5 change award basis
2	6/1/2020	App C rev, App A	Added experimental handicap for PM class, include RS21 in courses
3	6/12/2020	App A	Reinstated clarification on marks near East end of lake
4	6/29/20	17	Modified disclaimer

### 1 RULES

1.1 These races will be governed by rules as defined by The Racing Rules of Sailing (RRS) 2017– 2020, including the US Sailing Prescriptions except those to 63.2 and 63.4 concerning conduct of redress hearings, and if so designated, by the Class Rules of any participating class. These race instructions modify some of these rules as noted below.

1.2 The Clear Lake Racing Association (CLRA) is the organizing authority for this regatta and retains all rights.

1.3 Official contact for CLRA is by the “contact us” feature of the official web site [www.clearlakeracing.org](http://www.clearlakeracing.org).

### 2 SCHEDULE OF RACES

2.1 All races will be held on Wednesday evenings as scheduled.

2.2 The Warning Signal for the first race each scheduled Wednesday of the regular season will be at 6:15 pm.

2.3 The scheduled season is made up of 5 series of 4 nights of racing each ~~with a bye week after each series~~. One race may constitute a series. Cancelled races may not be rescheduled. Cancellation may apply to only some classes. Cancellation may be for safety reasons, low water, non-competitive conditions, equipment failures, or any other reason or no reason, at the sole discretion of the RC. Cancellations are unlikely.

### 3 REGISTRATION

3.1 Registration in advance is required and may be made any time before racing by using on-line Regatta Network at (<https://www.regattanetwork.com/event/19974>). The preferred method of payment is on-line and may be made by Credit card (MC or VISA) or Paypal.

By specific arrangement, payment by cash, check, or money order will be accepted by John Lacy in person or at:

Wednesday Night Races

P O Box 669

Seabrook, Tx 77586

Please indicate the sail number in the memo area of any check.

3.2 Payment must be received before racing to be scored and participate in trophies. Late registration (after 4 PM on Race day) may be done on a cell phone with internet capability(usually), but will incur late fees unless specifically waived by PRO.

3.3 Participants shall **NOT** attempt to register or make payment on the water. Please sail by the race committee boat and **hail** your name and boat type or class and **get acknowledgement** if you have not registered on time. All chartered boats (LYC RS21, FJ and 420, etc) and Juniors using special fees **must** check-in at the committee boat and hail their name until acknowledged, every week. All required check-ins must be done before 6:15 PM. If you have registered, sail around and we will notice you.

### 3.4 Fee Schedule

Period	# Races	US Sailing Member	Nonmember	Comment
<b>Year</b>	20	\$200	\$210	
<b>Youth team year (Junior)**</b>	20	\$90	\$100	
<b>Series</b>	4	\$60	\$70	
<b>Night</b>	1	\$20	\$30	
<b>Youth Night</b>	1	\$10	\$20	
<b>Post Race(late payment) ***</b>	Each time	\$10	\$10	

**\*\*All-junior boats (Skipper 18 or under on 3/28/2020) in Portsmouth class(or in other class by special arrangement) pay \$90 for the year. The registration must be confirmed in person with proof of birth date (Driver's license, government birth record or parent with ID) prior to end of awards for your first race. Nightly fee for Juniors is \$10 if delivered initially by a parent or with ID**

**\*\*\*Post Race fees are added to on-time fees and apply per race for any payment received after participation, unless prior arrangements are made.**

3.5 No prizes for boats that are not registered on-line prior to 4PM on Race day. Unregistered/unpaid boat's results will not be listed by name on the web site until paid.

3.6 All-junior boats that paid the special \$90/yr rate must officially check-in (hail and be specifically acknowledged) at the committee boat **each week** to maintain registration validity. Any such boat not properly checked in will owe full nightly late fee.

#### **4 NOTICES TO COMPETITORS**

4.1 Notices to competitors shall be posted on the web site at <http://www.clearlakeracing.org> and on Regatta Network. In the event of cancellation, the CLRA Hotline at 281-617-6151 should have a message with details/more information. Information in the front page of the web site and revisions to the SI posted on the website or Regatta Network are considered a notice to competitors whether specifically flagged under the menu called Notices to competitors or not.

4.2 Any change to these sailing instructions shall be posted on the web site and Regatta Network (see 3.1 above) before 1:00 PM on the day it will take effect. Changes will be indicated in the revision block above.

#### **5 PRE-RACE SIGNALS (NO SIGNALS ASHORE)**

5.1 Signals prior to the normal sequence time shall be displayed aboard the Race Committee boat, which may be at the Villa Capri dock or in the racing area.

#### **6 CLASSES, THE STARTING ORDER AND CLASS FLAGS**

6.1 The starting order for races held on Clear Lake will be determined at the sole discretion of the RC. In general, we intend to have the Novice Classes, Non Spin "B" and Portsmouth "B", start first, followed by the board boats and multihulls (traditionally called Portsmouth), then the bigger boat classes in rotation.

For the first and last series of the year, the Race Committee may group similar classes together to form a single start, but they will be scored as separate classes. The idea of this grouping is to shorten the starting sequence and get more racing time on the shorter days. Beware, during series 5, the RC gets bored and may make almost any variation in the courses, starting order or almost anything else. (eg Reverse direction, combine courses)

6.2 For the convenience of the racers, a white course board, displayed on the Villa Capri dock, prior to the warning signal for the first start, will signal the starting order and indicate the intended course number each night. In the event of a conflict, the course number flown with the class flag on the committee boat is the correct course.

6.3 Class flags will have the following designations displayed on a distinctive color background to allow easier determination of which classes are being started or shortened at the finish:

<u>for</u>	<u>SYMBOL</u>	<u>COLOR</u>	<u>Comment</u>
Non-Spinnaker "A"	NS	Light blue	
Non Spin "B" (Novice)	NSB	Green	
Catalina 22	C22	Purple	
Portsmouth	PM	Yellow*	
Portsmouth "B" (Novice)	PMB	Brown*	
Spinnaker	SP	Yellow	
J24	24	Pink	
J22	22	Red	
One Design Class #1	OD1	Yellow	(for appearance by a new class)
Multihull, if separate	MH*	Yellow	

\*Course not shortened at RC boat.

6.4 "Code-zero" sails may not be used by any class in these races.

6.5 Expected classes are as follows:

6.5.1 One design keelboat classes, ie nominally identical boats conforming to a set of class rules, J-22, Catalina 22, J24

6.5.2 Handicap keelboats, Spinnaker allowed and Spinnaker not permitted, Spinnaker, Non-Spin"A"

6.5.3 Handicap boardboats and/or multihulls (traditionally called Portsmouth), Portsmouth "A"

6.5.4 Novice classes, Non-Spin "B" and Portsmouth "B", handicap boats that qualify by SI 7 Novice class rules

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6.5.5 New classes, as Multihull Distance, RS21 (one design), or other classes that meet criteria

Note All handicap races are scored using US Sailing wind-indexed Portsmouth Yardstick, a time on time method. (See 16.2!)

6.6 Any class having 2 or less boats racing in two races of any series or in three races in one year without prior approval may be merged into another class or abandoned. If merged, the fairest possible equivalent of their results will be used toward annual championship in the new class. No series results will be changed. A new class must have four boats registered for the year in order to form. An existing class which met all participation requirements in one of the past two years may form with fewer than 5 boats registered for the year by requesting and obtaining the PRO's approval. Under-represented classes may be started with their equivalent full class and scored separately. Eg. Catalina's may start with non-spin and J24 start with Spinnaker. Upon registration of the fourth class member, they may request a separate start. The Non-Spin and Portsmouth novice classes will continue to have separate starts only if three or more boats are registered. Any defined class with five registered boats may establish a separate class for scoring purposes at any time. \*Experimental classes (novices, RS21(this year only), and Multihull Distance) may initially form with 3 or more boats, but will be subject to these participation rules after Series 2 starts.

## **7 Novice class rules (Nonspin "B" and Portsmouth "B") rules**

7.1 The Novice classes are for persons with five years or less experience racing. The primary helmsman must be a Novice, i.e. less than five years racing experience or under 18 years old on 28 March, 2020. More experienced persons should be brought on board keelboats as advisors, especially for truly novice crews. The novice or under 18 person shall be at the helm from one minute before the race start and during the entire race. This rule does not change the basic safety requirement that any person on any boat may do what is necessary to avoid collision or injury at any time.

7.2 Keelboats in the Novice classes shall be sailed without spinnakers. We recommend that owners entering this class apply for a PHRF handicap certificate and enter other races on the bay.

7.3 The races in these classes will use a simplified course or a shortened version of it. These classes will start first and be given plenty of time to clear the starting area.

7.4 The race committee reserves the right to move any boat up to the "A" class at any time based on maintaining fair competition. A boat which wins the class championship for their class will have the option of moving up or remaining in the Novice class for one additional year, subject to the 5-year limit.

7.5 Because of the great variation in skill and boat speeds the time limit for these classes is official sunset.

7.6 These classes are experimental, meaning that the rules may be modified at any time, at the discretion of the race committee.

## **8 COURSES**

8.1 Schematic course diagrams and sketches (using google earth as background) are posted on the web site and are available as three different course sheets. The RC may provide a limited number of laminated course sheets at the Skipper's Meeting. Course diagrams are specific to one of these groups:

1. Keelboats: J 22/J24/C22/Spinnaker, Non-Spinnaker "A"
2. Non-Spinnaker "B" (Novice), a keelboat class.
3. Portsmouth (boardboats and slow multihulls)
4. Multihulls, even if a separate class, may use Portsmouth courses or new MH Distance courses.

8.2 The schematic course Sheets are for on-the-water convenience. If there is a discrepancy between the sailing instructions and the course sheets, these sailing instructions control. The course sheets are schematic, ie may not follow map conventions and are not to scale. An error in or misunderstanding of the course sheets is not a basis for redress.

8.3 The course to be sailed for each class shall be indicated by a numeric code flag. The course flag shall be displayed at the time of a class' warning signal, flown underneath the class flag for that class. For the Multihull and board boat classes, the number of laps will be indicated by a numerical pennant flown beneath the course flag.

8.4 After the start of the race, the race committee may adjust the position of an existing mark to square up a course without any signal, but shall not do so in such a way as to prejudice any competitor. This modifies RRS 33.

**9 COURSE DETAILS** Course details and guidelines are in Appendix A at the end of these instructions

## **10 RACING AREA AND LAKE SHOAL AREA OBSTRUCTION**

10.1 The racing area for all classes is Clear Lake.

10.2 There is a shoal in the lake racing area. The organizing authority will attempt to keep this area marked with four PVC poles, which may have high-visibility paint and/or bright colored spinnaker cloth ribbons, but the shoal being unmarked is not grounds for redress. The shoal area is an obstruction for all handicap and Portsmouth Classes. Boats racing in the Portsmouth, RS21, and handicap classes shall not cross imaginary lines drawn between any of the shoal markers. See Rule 14.7.

## **11 THE START**

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11.1 The race will be started in accordance with RRS 26 except the rule is changed so that the Warning Signal will be given 3 minutes prior to the race start, and the Preparatory Signal will be given 2 minutes before the race start. (3-minute rolling sequence.)

11.2 The starting line shall be between a staff displaying a white "Line" or orange flag on the race committee boat at one end, and a Start mark (orange or green small tetrahedron) at the other end.

11.3 Boats whose warning signal has not yet been made shall avoid the starting area after the warning signal for any other class has been given. Boats *racing* near the starting area shall not interfere with boats attempting to start. This obligation is in addition to the rules of Part 2.

11.4 A boat shall not start later than 12 minutes after her starting signal and shall keep clear of boats in other classes who are attempting to start.

11.5 The last sentence of RRS 29.2, General Recall, is deleted and is replaced with the following: "When a general recall has been signaled, the recalled start shall move to the back of the starting order. All other classes will be started in their scheduled order with the recalled class starting after the last scheduled start. Subsequent recalled classes shall start in the order of their recall." The committee may delay the warning signal of a recalled class as needed because of traffic without using a "postpone" signal.

## 12 THE FINISH

12.1 The normal Finish Line for all classes shall be between the white 'Line' or orange flag near the committee boat or on the Villa Capri dock and the large "Boater's Resale Shop" finish/turning mark (near the Villa Capri dock). The "Boater's Resale Shop" finish/turning mark shall be taken to port (on left side of the boat). **See special 2020 appendix if Villa Capri dock is closed.**

12.2 After finishing a boat shall clear the finish line by moving on through the line. This changes RRS rule 28.1. A boat that has cleared the finish line shall not re-enter the finish triangle, defined by the finish 'line' flag, the large 'West Marine' leeward mark and the "Boater's Resale Shop" turning/finish buoy. Boats with business at the Villa Capri dock, such as returning guest crew, shall request and obtain permission to re-cross the finish line in order to do so without penalty. Upon completion of their business they shall leave the area by going West, rounding the finish buoy and shall not cross a line between the large 'West Marine' turning buoy and the "Boater's Resale Shop" turning/finish buoys (see 14.12)

12.3 Boats finishing shall sail well clear of the line before dropping sails or reducing headway and shall not interfere with any other finishing boat or any boat that may be in the process of rounding a mark to start another lap.

## 13 SAILING TIME LIMIT

13.1 The time limit shall be official sunset time for all classes. Except for the Portsmouth and Non-spin classes, boats failing to finish within twenty minutes after the finish of the first boat in their class, or before the time limit, whichever is earlier, may be scored 'Did Not Finish' (DNF) at the discretion of the Race Committee.

## 14 PROTESTS, PENALTIES, EXONERATION AND REDRESS

***Preamble** Wednesday Night Sailboat Races are intended to be fun, protest-free, and conducted in a sportsman-like manner. Everyone should strive to race by the rules for safety, for sport, and for the positive growth of personal relationships with other competitors. Sailing is a non-contact sport. Unresolved violations and flagrant fouls should be dealt with by protesting the offending boat. If in doubt about a sailor's behavior, report it and let the RC deal with it. In this way, we educate those who need to know the rules a little better, and elevate the quality of the sport for all. The race committee reserves the right to protest any observed violation by any boat. The race committee will enforce all RRS rules including those about sportsmanship, and may, at its discretion, hold hearings, penalize or disqualify boats which foul repeatedly or gain a significant advantage by fouling others. Appendix T, Arbitration, applies. Racers are reminded that Rule 14 Avoiding Contact is in effect from sail out till your boat is put away. See preamble to RRS part 2.*

**See special 2020 Appendix if protests occur while Villa Capri facilities are off limits.**

### 14.1 Penalties while racing

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while *racing*.' Racers are reminded of the obligation to keep clear of other boats while doing so, and RRS 44.1 b "if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire."

### 14.2 Protest process

All fouls, including those which are resolved by penalty turns, shall be reported to the race committee as soon as possible after finishing and before leaving the racing area. If unable to finish, report fouls by cell phone with follow up text message to 281-617-6151. The report must include the identity of the other boat, if possible. The boats involved must indicate their intent to protest to the Race committee before leaving the finish area or by cell phone for a boat not finishing. Boats involved in protests shall inform the RC immediately if they discover that the protested boat is exonerated (as by doing a penalty turn)

Awards for any class involved in a protest may be delayed until the next available Awards session. The RC may hand out awards if the dispute does not affect the winners. The resolution of the incident may be one of the following options, all of which must be done immediately and in writing. Forms will be available to simplify the process.

- a) If damage or injury occurred, and neither boat has retired: a formal hearing (see below) must be held. Damage or injury must be reported to the race committee.
- b) If the Protest is withdrawn in writing: Results stand. Withdrawals are subject to review and reopening by the race committee.
- c) If there is acceptance of a post-race penalty: We will re-score the race and let the impact to be reflected in awards
- d) If successful arbitration takes place: We will re-score and let the impact be reflected in the awards if possible
- e) If either party requests a formal hearing, scoring will be corrected before posting as final and affected awards, if any, will be given out at the next available awards session.
- f) All protests not involving damage or injury will use an expedited hearing procedure as follows.  
If the protest committee is able to assemble the *parties* to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2. Rule 63.5 is changed to: 'At the beginning of the hearing, if there is no objection, the *protest* or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change].' Insert a new sentence after the third sentence of rule 63.6: 'However, the committee may limit the number of witnesses and the time during which *parties* may present evidence and ask questions to 15 minutes.' The third sentence of rule 66 is changed to: 'A *party* to the hearing may not ask for a reopening.'

#### 14.3 Post-Race Penalty

After a race, a boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a Post-Race Penalty for that incident instead of a formal hearing or penalty turns. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c), but used as an adjustment of scoring position. However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by so informing the race committee in writing prior to the protest time limit, identifying the parties and when and where the incident occurred. The Post-Race Penalty shall be as follows.

- 20%, if taken before the *Protest time limit*
- 30%, if taken after the *Protest time limit* or during arbitration, but before the beginning of a formal hearing involving the incident.
- Penalty as ruled by the protest committee in any formal hearing
- A penalty under SI 14.6, for Novice boats

#### 14.4 Protest time limits

The protest time limit shall be as follows.

- 8:50 PM.
- As soon as both boats' representatives are present, they may be approached for an arbitration meeting. Reasonable time may be allowed for preparation.
- If either boat is unavailable for arbitration, a formal hearing will be required, which will take place after awards. For any formal hearing, a standard US Sailing protest form will be required by no later than 9:00 PM on the night of the incident or the start of awards for that evening.
- The Protest Committee may extend any of these limits at their discretion, except:
  - No percentage penalty may be revisited except for violations of RRS 44.1(b), Rule 2 (fair sailing) or Rule 69 (Gross Misconduct)
  - The time limit for the 20 % penalty may not be extended

#### 14.5 Protest Arbitration

Appendix T applies (note, new for 2017-2020).

#### 14.6 Novice Class Protests

For an incident involving ONLY Novice class boats and not involving contact with damage or injury, if after 8:50 PM neither party decides to take a Post-Race Penalty of 20 %, then a hearing involving the parties and a single appointee of the RC will be conducted as soon as possible and shall be binding, with a maximum penalty of 30%. If contact occurred without damage or injury the penalty may be up to 40%. Cases involving damage or injury require either a hearing or retirement by a boat.

#### 14.7 Shoal area violations

A violation of the shoal area obstruction by a boat in the handicap or Portsmouth classes results in a penalty of DSQ and the boat shall immediately retire. Continuing to race after entering the shoal area results in a DNE or non-throw-out disqualification.

14.8 Boats racing in the vicinity of the starting area shall not interfere with boats in their starting sequence.

14.9 Rude or offensive behavior during the race, party, or any official function, such as arbitration, or a protest hearing will result in sanctions. These may include disciplinary hearings, revoking social or sailing privileges, or other reasonable discipline.

#### 14.10 Repeat Offenders

Any boat disqualified by a formal hearing twice in one season shall be scored DNE, a “no throw-out” DSQ for all such incidents in that season, with respect to season scoring and, if relevant, series scoring. A third disqualification will result in a hearing to determine if that boat should be disqualified from the remainder of races for the year, and/or other penalties, which may include loss of good standing with CLRA, at the discretion of the race committee. These penalties may also be applied against individuals.

#### 14.11 Damage

Any boat disqualified in a collision resulting in damage or injury or retiring under RRS 44.1b because of causing damage will be awarded a score of DNE, ie a “no throw-out” DSQ. Damage is defined as exceeding cosmetic. Damage resulting in broken parts, rendering a boat inoperable or requiring repair exceeding \$200 retail including taxes if done at a local shipyard or boat repair service exceeds cosmetic (this applies whether or not the damage is repaired or if the damage is repaired by owner/perpetrator). Any boat disqualified or retiring (RRS 44.1b) in a collision resulting in damage will be considered a repeat offender for the purpose of rule 14.10 above. Findings under this rule are automatically subject to appeal.

#### 14.12 Finish area violations

The line between the large orange turning mark and the Boater’s Resale Shop turning/finish mark (both near the Villa Capri dock) is an obstruction for all boats from the five minutes after their start until the buoys are removed after racing. (Crossing that line results in an immediate scoring penalty of 30%.) A boat *racing* which rounds the large orange turning mark and is moving or intending to move west and crosses that line is exonerated from disqualification if she then next rounds the Boater’s Resale Shop turning/finish mark to port or crosses the finish line. After her finish, the finish triangle defined above is off limits to her until the buoys are removed after racing. She may not enter without RC permission, subject to penalty.

### 15. RADIO COMMUNICATION

15.1 While racing, a boat shall neither make nor receive radio, telephone, or internet communications for the purpose of sharing or collecting weather or wind data.

15.2 Event communications with boats racing may be made using **VHF Channel 72**. No radio OCS announcements will be made.

15.3 Devices on-board may gather data for post-race analysis such as Race QS, but that data may not be used while racing.

### 16 SCORING

16.1 We will use simplified High Point Scoring. For details and example scoring see Appendix B

16.2 This section moved to Appendix C. see changes

16.3 The Series winner in each class is the boat whose total score is highest, after one throw-out. For the purpose of **season** scoring only, the boats racing in the final series of the year will receive a double score but no throw-out. The sum of all those total scores for all five series by a boat will be used for scoring the End of Year Class Championship

16.4 It is highly unlikely that ties will occur with this scoring system. If a tie occurs in series scoring, RRS Appendix A is modified to make the first tiebreaker to compare scores for all four races. The second tiebreaker shall be the lowest total corrected time for the four races. In the event of a tie, on points, for the End of Year Class Championship, RRS Appendix A is modified to use the total of points plus the best throw-out. If unresolved, add in the next highest throw-out, etc. If unresolved after adding in all throw-outs, Class Co-champions will be declared.

16.5 Individuals who believe their existing handicap may be unfair will make their arguments to John Lacy, using statistical and physical evidence, which may include evidence from past race results, receipts for new sails, crew resumes, pictures of bottom condition, or other specific physical evidence relating to known performance factors. “I can’t beat boat xxx” is not evidence. Send a note to ‘contact us’ on the website to request data from our previous races. Be specific.

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**17 DISCLAIMER OF LIABILITY** Competitors participate in the races entirely at their own risk. See RRS rule 4, **Decision to Race**. The organizing authority and its sponsors will not accept any liability for material damage or personal injury or illness or death sustained in conjunction with or prior to, during, or after the races.

### 18 PRIZES

18.1 Weekly, series, and annual sailing prizes, as available from sponsors, are awarded in each sailing class having at least 3.0 participants on average, as follows:

- 1 or 2 boats\*, no prize
- 3 or 4 boats competing: 1st place only
- 5, or 6 boats competing: 1st and 2nd place
- 7 or 8 boats competing: 1st, 2nd and 3rd place
- 9 or more boats competing: 1st 2nd 3rd 4th place

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- An additional award, which may be honorary, depending on sponsorship, will be given for each 3 additional boats \*for series and annual prizes, the number of boats will be the average of the participants for each non-canceled race.

Number of boats used in determining prizes is based on the check-in sheet.

18.2 Series Sailing Prizes are apportioned the same, based on average number of boats participating in the series. Series Prize values are determined by the series trophy sponsors. No series prize will be awarded for a class averaging less than 3.0 boats per race.

18.3 Weekly random prizes, if available, are as follows: The organizing authority shall determine winners of “random” prizes by a drawing among the persons signing in as present at the awards. The number and type of prizes depends on our sponsors and hosts. Prizes may range from merchandise to value coupons.

18.4 Annual prizes are as follows. Annual Sailing Prizes are apportioned the same as series prizes, based on average number of boats. Each Class Champion and crew member receives a Class Champion Polo Shirt. Second, Third, and Fourth places in the final standings, as warranted by participation and sponsorship, receive 1 trophy per boat. Prize values are determined by sponsor funding.

18.5 Perpetual Trophies:

- The Boat of the Year Perpetual Trophy shall be awarded to the class-winning boat with the highest performance – The boat total score for all races, divided by the total number of actual participation (ie maximum possible score)
- The good natured, Trident "Aaaaaarrgg", Award may be presented to competitors who perform spectacular, un-seamanlike maneuvers. The skipper's name shall be inscribed upon the perpetual and a keeper awarded as well. The race committee is not eligible for this award, and the award need not be awarded.
- The Most Improved, Sportsmanship, and Best Crew Perpetual Trophies are to be determined by the RC based on nominations received on the web site or other sources. The winners shall have their names inscribed upon the perpetual and keepers awarded as well.
- ~~Iron Man awards will be given for any boats starting all non-canceled races~~ No incentive will be given for any sailor to risk exposure to C19 infection in 2020.

The nomination for the Most Improved, Sportsmanship, and Best Crew awards will be available all year. Nominations must include a testimonial description justifying the award. The RC will make the final choice of winners or may choose not to award the trophy.



## SI Appendix A-Course Details

**General** For all courses and all classes on Clear Lake, the starting line shall be indicated by the “Line” flag on the committee boat and a small (2.5 ft.) green or orange tetrahedron. After all boats have started in a class, the green or orange starting tetrahedron ceases to be a mark of any course. It may be left in place or removed. Marks described as large orange West Marine Marks may be replaced by unmarked large red or orange “Tomato” marks as needed. Boater’s Resale Shop has donated a turning/finish mark which will be placed opposite the Villa Capri dock. If that mark is not available, it will be replaced by a small yellow tetrahedron as used in prior years.

**Missing Marks** If a government supplied fixed mark (such as a channel marker) is missing the RC will place a small tetrahedron in the approximate location, which shall replace the government mark in all courses which use it. Please report any absent marks as soon as possible using “contact us” in the menu on the front page of the web site.

**Finish/Turning mark** An orange West Marine mark, placed southeast of the Villa Capri Dock and the Boater’s Resale Shop turning/finish mark placed to the West of it make up the combined turning/finish marks for all courses. These marks may be in place prior to the start, but are not a mark of your course until 5 minutes after all boats have started in your class. Once the shorten course flag is up for a class, and/or a boat has completed their required laps, the Boater’s Resale Shop turning/finish mark acts as one end of the finish line. The other end of the finish line will be a flag on or near the dock or on the committee boat. For all finishes near the Villa Capri dock the boats will move from East to West to finish. While we (temporarily) use the floating flag near the dock as one end of the finish line, the space between the flag and dock, and the flag itself are an obstruction. Contact with the flag is an automatic disqualification, without hearing.

**Repetitive lap races:** All keelboat courses are repetitive, i.e. keep going around till your “shorten course” signal, (“S” flag). All Portsmouth class races will have a fixed lap count around their W/L buoys.

**Finishes** All finishers must pass both turning/finish buoys to port in order to be scored. The committee boat will be equipped with a flag staff for the “S” flag (indicates shorten course). Upon showing the “S” flag, with class flag(s) flying beneath it, the committee shall take finishes for all classes whose class flag is shown. Boats shall clear the finish line by crossing it fully and shall not go back through the line. Boats with business at the Villa Capri dock, such as returning guest crew, shall request and obtain permission to recross the finish line to do so. While doing so they shall keep clear of other boats. Upon completion of their business they shall leave the area by going West, rounding the Boater’s Resale Shop turning/finish mark and shall not cross a line between the large ‘West Marine’ turning mark and Boater’s Resale Shop turning/finish mark (see 14.12). Race Committee will attempt to make the pier side of the finish line favored to keep boats that are finishing from interfering with boats rounding the black mark continuing their race.

**Cautions:** Beware that if other boats are finishing as you round the Boater’s Resale Shop turning/finish mark, the finish signal you hear may not be yours. If your class flag and the S flag are up and you have not been lapped, you are finished. If you have been lapped by boats in your class, continue on to complete your course. If you were OCS without returning to clear or otherwise penalized, you may not get a finishing signal. Shortening of courses at any other mark will be according to the RRS.

**Wind direction** The descriptions and course images are generalized and schematic, meaning that the position of the marks is not fixed, but is based on most nearly approximating windward/leeward. Typical wind direction is South to East-Southeast. Users should consider laying out these courses for unusual wind directions such as any Westerly component or Northerly direction. This will result in such unusual events as downwind starts and westerly buoy locations. Atypical wind is not a basis for redress.

**Yellow marks** Large Yellow marks supplied by West Marine will be used for “Portsmouth class only” marks, i.e. those not shared with other classes. The terms “yellow mark” and “large yellow mark” may be used interchangeably for these marks.



### **Portsmouth Course #1: Only course**

The course is set up to start you with all other boats and finish with the other boats. In between it is intended to be a fixed lap count W/L course which does not interact with other boats.

- Carefully note the lap count signal, which is shown beneath your class flag and course flag prior to your start.
- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to the large yellow mark and round to starboard
- Sail to second yellow mark located nearer to the **North** shoreline of Clear Lake (leeward mark), round this mark to port (mark on left side of boat).
- Proceed upwind (approximately) to next yellow mark (windward mark), round this mark to port (mark on left side of boat).
- You have completed one lap. The upwind mark is your lap counter mark.
- Continue to round both yellow marks until you have passed this upwind buoy (a number of times equal to the number of laps as shown underneath the class flag and course flag at the start.
- After completing the correct number of laps, proceed to first yellow mark (#1), round this mark to port (mark on left side of boat).
- Proceed to round the orange West Marine mark near the Villa Capri dock and the Boater's Resale Shop turning/finish mark just west of it to port.
- The finish line is a line between the Boater's Resale Shop turning/finish mark and a flag on the dock or on the committee boat on your right. The Boater's Resale Shop turning/finish mark will be to port (on your left).
- After finishing, do not re-enter the Finishing Triangle.

### **PORTSMOUTH "B" COURSES**

#### **Portsmouth "B" (novice class) course #1**

Novices in Portsmouth class boats will use the courses described above, but only do one lap. Description repeated for convenience. The course is set up to start you with all other boats and finish with the other boats. In between it is intended to be a fixed lap count W/L course which does not interact with other boats.

- Your lap count is always one
- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to the large yellow mark (#1) and round to starboard
- Sail to yellow mark (#2) located nearer to the **North** shoreline of Clear Lake (leeward mark), round this mark to port (mark on left side of boat).
- Proceed upwind (approximately) to next yellow mark (#3) (windward mark), round this mark to port (mark on left side of boat).
- You have completed your required lap.
- Proceed to very first yellow mark (#1), round this mark to port (mark on left side of boat).
- Proceed to round the orange West Marine mark near the Villa Capri dock and the Boater's Resale Shop turning/finish mark just west of it to port.
- The finish line is a line between the Boater's Resale Shop turning/finish mark and a flag on the dock or on the committee boat on your right. The Boater's Resale Shop turning/finish mark will be to port (on your left).
- After finishing, do not re-enter the Finishing Triangle. Please try to continue sailing west to stay clear of boats continuing to race. While finishing, it is recommended to finish closer to the Villa Capri dock than the black buoy as some boats may be still racing.
- Go put your boat away and come to Villa Capri for the party.

### **NON-SPINNAKER-B COURSES**

Your course is repetitive, which means that you repeat the laps as described below until you see the "S" flag and your class flag flown from the committee boat, which indicates that your class is about to finish. If you are on the lead lap, you will hear a finish signal when crossing the line. If you are not on the lead lap, go around again.

#### **Non-Spin-B (Novice class) Course #1: (Normal, used when wind over 4 knots is expected)**

- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to the red "lollipop" Channel marker #16, round this mark to port (mark on left side of boat).

- Sail to red nun channel marker #14, round this mark to port (on left side of boat).
- Proceed back to Start/Finish area, round orange West Marine mark and the Boater's Resale Shop turning/finish mark just west of it to port (marks to left side of boat).
- Lap is complete.
- Repeat course for additional laps until the **"S" flag and your class flag** are flown to signal a shortened course. Once the "S" flag and your class flag are up, you will hear a finish signal as you cross the line. See cautions about being lapped and note the penalty for passing between the turn/finish marks.
- After finishing, do not re-enter the Finishing Triangle.
- Go put your boat away and come to Villa Capri for the party.

**Non-Spin-B (Novice class) Course #2:** (light air option, expected wind <4 knots))

- Start between committee boat "Line" flag and green or orange small (2-1/2') tetrahedron starting mark.
- Sail to the "red lollipop" channel marker #16. Round this mark to port (mark on left side of boat).
- Proceed back to Start/Finish area, round orange West Marine mark and Boater's Resale Shop turning/finish mark just west of it to port (marks to left side of boat).
- Lap is complete.
- Repeat course for another lap until **"S" flag and your class flag** are flown to signal a "shortened course". Once the "S" flag and your class flag are up, you will hear a finish signal as you cross the line. See cautions about being lapped.
- After finishing, do not re-enter the Finishing Triangle.
- Go put your boat away and come to Villa Capri for the party.

## KEELBOAT COURSES

All J-22, J-24, Spin, C22, RS21, & Non-Spin-A courses are repetitive. Repeat laps until "S" flag and your class flag are flown to signal a "shortened" course. Once the "S" flag and your class flag are up, you will hear a finish signal (sound) as you cross the line. See cautions about being lapped.

**Course #1:** (East wind only, *rare*)

- Start between committee boat "line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to a large orange West Marine mark (mid-lake), round this mark to starboard (mark is on right side of boat).
- Sail to orange West Marine mark (west of first mark), round this mark to port (mark on left side of boat).
- Sail past the first large orange West Marine mark and pass on either side (It is not a mark of your course on this leg)
- Sail to easternmost large orange West Marine mark, round to port.
- Proceed back to the Start/Finish area, round the orange West Marine mark and the Boater's Resale Shop turning/finish mark just west of it to port (marks to left side of boat).
- Lap is complete.
- Repeat until shorten course signal for your class.
- After finishing, do not re-enter the Finishing Triangle.

**Course #2: Most other winds W/L**

- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to the large orange West Marine mark and round to port.
- Proceed back to the Start/Finish area, round the orange West Marine mark and the Boater's Resale Shop turning/finish mark just west of it to port (marks to left side of boat).
- Lap is complete. Repeat until shorten course signal for your class.
- After finishing, do not re-enter the Finishing Triangle.

**Course #3 Other winds- Harbor tour**

- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to the large West Marine mark (mid-lake) and round to port.

- Sail red nun buoy #14 (East end of lake), round this mark to port
- Sail to large orange or red 'tomato' mark near BARge 295 and round to port
- Proceed back to the Start/Finish area, round orange West Marine mark and the Boater's Resale Shop turning/finish mark just West of it to port (mark to left side of boat) with committee boat to starboard
- Lap is complete. Repeat until shorten course signal for your class. After finishing, do not re-enter the Finishing Triangle.

**Course #4: Mostly S/E winds Long W/L Course**

- Start between committee boat "Line" flag and small green (2-1/2') tetrahedron starting mark.
- Sail to large West Marine Mark (mid-lake) and round to port.
- Sail to red nun buoy #14 (East end of lake), round this mark to port
- Proceed back to the Start/Finish area, round orange West Marine mark and the Boater's Resale Shop turning/finish mark just West of it to port (marks to left side of boat) with RC boat to starboard (right side of boat). The mid-lake large orange West Marine mark is not a mark of the course on this leg.
- Lap is complete. Repeat until shorten course signal for your class.
- After finishing, do not re-enter the Finishing Triangle

## SI Appendix B-Scoring Details

This Appendix to the SI describes the scoring system.

### Table of scores for each place

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th
<b>Boats at start</b>	<b>Score</b>																	
1	1	0																
2	2	1	0															
3	3	2	1	0														
4	4	3	2	1	0													
5	5	4	3	2	1	0												
6	6	5	4	3	2	1	0											
7	7	6	5	4	3	2	1	0										
8	8	7	6	5	4	3	2	1	0									
9	9	8	7	6	5	4	3	2	1	0								
10	10	9	8	7	6	5	4	3	2	1	0							
11	11	10	9	8	7	6	5	4	3	2	1	0						
12	12	11	10	9	8	7	6	5	4	3	2	1	0					
13	13	12	11	10	9	8	7	6	5	4	3	2	1	0				
14	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0			
15	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0		
16	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0	
17	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0
18	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1

### Other scores

OCS, BFD same as DSQ scores 0 points (Black Flag)

DNC scores 0 points

DNE scores 0 points and is not discardable

DNF scores 1 point

DNS scores 0 point

RET scores 0 point

DSQ involving contact is scored as DNE

RDG points are assigned by PC

SP20 Finish position points minus 20% of # of starters rounded

SP30 Finish position points minus 30% of # of starters rounded

## **Appendix C Handicaps used in Scoring**

In handicap classes, the rating method will be wind-indexed U S Sailing Portsmouth yardstick.

For boats without local history, the initial handicap basis will be US Sailing data, or the least favorable commonly used handicap found in other areas. For a boat which does not have a published handicap, the RC may assign a provisional handicap (which may be highly unfavorable).

Prior to the season, the Race Committee may at its sole discretion modify any handicap based on prior performance. They may change the method of handicapping. During the season, handicaps may be adjusted using any consistent scheme applied to all boats in a racing class. Other than provisional handicaps, no in-season adjustment will be greater than the equivalent of 2.0%/series. No adjustment will be used if a class has a handicap span of less than 2% at the start of a series. No adjustment will be made for four or fewer boats racing.

In 2020 all handicaps will initially revert to the values given in US Sailing's list of pre-calculated values and any valid adjustments from the Portsmouth Yardstick Handbook related to equipment configuration. A list of those handicaps will be posted.

### **EXPERIMENTAL PERFORMANCE BASED VARIABLE HANDICAPS**

The method described elsewhere, titled Calculating Golf Handicaps for Portsmouth Yardstick, will be used to adjust handicaps for multihulls and board-boats, aka our PM class. Beginning with 2020 Series 2 the handicaps used for scoring will be adjusted based on performance after each series by the Golf handicaps for Portsmouth Yardstick method applied to each member of each sailing class. Details of the calculation are given elsewhere. Constraints are as follows.

1. Must be a series average of 4 or more boats finishing
2. Raw adjustments may be no more than 10% in any race
3. 5% of the series average raw adjustment will be done for each finished race per series
4. A new boat of the same type as a current one will initially use the average rating for any current boats of that type.
5. New handicaps and the calculations behind them are to be published prior to use in the new series.
6. This is an experimental rule. As such, changes may be made at any time.

# **Special 2020 Appendix**

## **A. Finish line (contingency)**

In the event that the committee boat may not tie up at the Villa Capri dock, these special Finish line instructions supersede all relevant sailing instructions. These instructions are in effect if the course board is on the RC boat at the start of racing.

After the start, the race committee may move the committee boat and starting mark to a nearby location (if necessary) determined by wind conditions and minimizing interference with racing. All other marks will be normally placed. The new finish line will be between the committee boat and a small tetrahedron, which may be the start mark in a new position. Prior to the shorten course flag being hoisted for a class, the finish line, boat and mark are obstructions for that class. All marks must be rounded in the order described in the course description. After rounding the Boater's Resale (black) mark and either having finished their required laps (Portsmouth) or seeing their shorten course flag and class flag on the committee boat, the boats will proceed to the new finish line and finish.

A boat crossing the new finish line which has not either completed their laps or received their shorten course signal is disqualified (DNE, not excludable) without hearing.

## **B. Protests**

While we are excluded from using Villa Capri facilities, we will use the following for handling protests. Participants should all print out copies of the standard protest form ( <https://www.ussailing.org/wp-content/uploads/2018/01/US-Sailing-2017-2020-Protest-Form.pdf> ), which should be kept in a dry safe place, like the Skipper's car.

The protesting boat must inform the race committee, on the water, of their intention to protest and identify the protestee at that time.

The RC will inform Chief Judge, John Butler by phone. The protestor will use 'Contact us' on the website [www.clearlakeracing.org](http://www.clearlakeracing.org) to supply the brief incident description and contact information for the party speaking for the protestor (using the protest form and your phone's camera). The email must also identify the protestee. Fill in the information and attach it to your email.

Both parties will be contacted for further information. If a hearing is required, a "Zoom" meeting will be set up which will operate like a regular protest hearing. (My sister's 7 year old grandson is using Zoom for daily teacher conferences, so ask your kids for help) This process will require cooperation and patience, as many of the elements are untested.

Any class having boats under protest will not have their scores posted or prizes awarded until the matter is resolved.