



Clear Lake Racing Association

Wednesday Night Sailboat Racing

2021 Sailing Instructions

Revision Table

| Revision Number | Date | Rule | Change |
|-----------------|---------|------|---|
| a | 3/11/21 | | Draft issue many changes see separate log |
| 0 | 4/12/21 | | Issue for racing 2021 Many wording changes, see second log online |
| | | | |
| | | | |
| | | | |
| | | | |

1 RULES

1.1 These races will be governed by rules as defined by The Racing Rules of Sailing (RRS) 2021– 2024(NEW), including the US Sailing Prescriptions except those to 63.2 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.

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. 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, government-imposed restrictions, or any other reason or no reason, at the sole discretion of the RC. Cancellations are unlikely.

3 REGISTRATION

3.1 Registration and payment in advance is required and may be made any time before racing by using the on-line registration on Regatta Network.

3.2 Payment must be received before racing to be scored and participate in trophies. Late registration (after 4 PM on Race Day) will incur late fees unless specifically waived by PRO.

3.3 Participants shall **NOT** register or make payment on the water. Unregistered boats, 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 boats 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 |
|------------------------------------|-----------|-------------------|-----------|-------------------------|
| Year | 20 | \$200 | \$210 | |
| Series * | 4 | \$60 | \$70 | Note series start dates |
| Night | 1 | \$20 | \$30 | |
| ** | | | | |
| Post Race(late payment) *** | Each time | \$10 | \$10 | |

**Other fees may be offered by PRO for special circumstances

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

*Series fees do not carry over to another series. Series start dates are April 21, May 19, June 16, July 14, and August 11

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.

4 NOTICES TO COMPETITORS

4.1 Notices to competitors shall be posted on Regatta Network or the web site at <http://www.clearlakeracing.org>. 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/Regatta Network 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, wear funny hats)

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 and Lap count flags flown with the class flag on the committee boat at the start are the correct course and lap count.

6.3 For ease of determining the starting class, the following class flags will be displayed.

| for | SYMBOL | COLOR | Comment |
|-------------------------|--------|------------|---------------------------------|
| 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 | |
| RS21 | | | B/W w hot pink |
| One Design Class #1 | OD1 | Yellow | (for appearance by a new class) |
| Multihull, if separate | MH | Yellow | |

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, C22, J24, RS21

6.5.2 Handicap keelboats, Spinnaker allowed and Spinnaker not permitted, called 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

6.5.5 New classes or other classes that meet criteria

6.6 Any non-novice 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/paid 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 4 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 or RS21 may start with Spinnaker. Upon registration of the fourth class member, prior to Series 2, 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 before Series 2 starts. *Experimental classes 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 Superseded by 13.1

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 racers are responsible for their own use of these diagrams. Course diagrams are specific to one of these groups:

1. Keelboats: J22/J24/C22/RS21/Spinnaker, Non-Spinnaker “A”
2. Non-Spinnaker “B” (Novice), a keelboat class.
3. Portsmouth (board-boats and multihulls)

8.2 The schematic course diagrams 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 diagrams are schematic, ie may not follow map conventions and are not to scale. An error in or misunderstanding of the course diagrams 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. All courses for all classes will have a repetitive element (a defined lap) which will be sailed a fixed number of times(the lap count). For all classes, the number of laps will be indicated by a numerical pennant flown beneath the course flag at the start.

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. **Note changes for 2021**

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, RS21, 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

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. As a convenience, the start signal of a class and warning signal of the subsequent class may be expected to be simultaneous (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 mark (near the Villa Capri dock). Finishers shall approach the Finish line only after rounding the Turning Mark near the Villa Capri Dock.

12.2 Deleted due to course change

12.3 Deleted due to course change

13 SAILING TIME LIMIT

13.1 The racing time limit shall be official sunset time for all classes.

13.2 In the event that a boat, while racing, is unable to finish within the Sunset Time limit, scoring for that boat and her class for that race will be as though she did not start. This modifies RRS 35.

14 PROTESTS, PENALTIES, EXONERATION AND REDRESS

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*.’

14.2 Protest process (protest hearings may be in person or by remote electronic meeting at the request of any participant)

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). RRS Appendix T applies.

14.3 Post-Race Penalty per Appendix T except see SI 14.6, for Novice boats

14.4 Protest time limits

The protest time limit shall be 9:00 PM on the day of the incident. Expedited protest hearings need not wait until then.

14.5 Superseded

14.6 Novice Class Protests

For an incident involving ONLY Novice class boats and not involving contact with damage or injury, 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%. Cases involving contact, damage or injury require 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, RS21 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 a hearing which may result in revocation of privileges.

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 and a hearing under RRS Rule 2 or 69 may be held.

14.11 Damage

Any boat disqualified as a result of contact causing damage or injury or retiring under RRS 44.1b for causing damage will be awarded a score of DNE, ie a “no throw-out” DSQ and will immediately be classed as a “Repeat offender, 14.10. Damage is defined as exceeding cosmetic. Damage resulting in broken parts, rendering a boat immediately inoperable or requiring repair exceeding \$200 retail including taxes if done at a local shipyard or boat repair service exceeds cosmetic.

14.12 Finish area violations Deleted due to course change.

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. The winner’s score is equal to the number of starters in their class(see 16.2). For details and example scoring see Appendix B

16.2 Scoring will be adjusted per 13.2 for any class whose boats are prevented from finishing solely by the Sunset Time limit.

16.3 The Series winner in each class is the boat whose total score for three of the four races in that series is highest. For the purpose of series and **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 series 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 (DNF=infinite time). 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 We will be using the US Sailing PY version of Portsmouth handicaps, new for 2021. For 2021, your initial numbers will be a linear conversion of your final 2020 number, ie there will be no impact on your rating. Further details available from US Sailing.

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). The primary source for starting point ratings not found in the new system will be the US Sailing Portsmouth data used in prior years.

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.

17 DISCLAIMER OF LIABILITY Competitors participate in the races entirely at their own risk. See RRS rule 3, 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 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
- 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 unless reduced under rule 13.2.

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) but may not be awarded to a boat whose average class participation is less than 5 boats per non-cancelled race.
- 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.
- 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

Preamble In 2021 we are making a basic change in our course philosophy to switch from repetitive courses to a fixed lap count for keelboats. This allows a slight change in the course layout to separate the finish line from the (usually) downwind turning mark near the Villa Capri dock. The turning mark stands alone and is an element of each keelboat lap. The finish line is separate, and is to be crossed only after completing the required laps. The following descriptions reflect this change.

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 finish mark which will be placed opposite the Villa Capri dock.

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.

Normally downwind Turning mark An orange West Marine mark, placed southeast of the Villa Capri Dock is used as the (normally) downwind turning mark for each lap of all keelboat courses, and as the final turning mark for Portsmouth class boats before finishing.

Finish Mark The Boater’s Resale Shop has supplied a Finish Mark, which will be placed near the Villa Capri dock. This mark may be in place prior to the start, but is not a mark of the course until after your start. Once a boat has completed their required laps, the Boater’s Resale Shop 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.

Fixed lap count races: All races will have a fixed lap count around their W/L buoys.

Finishes All finishers must pass the (normally downwind) turning mark before finishing (ie PM class must round the normally downwind turning mark near the Villa Capri dock before approaching the finish line).

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. Unusual wind direction 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.

Starting area The starting area will normally be near the Villa Capri.

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 (normally leeward mark), round this mark to port (mark on left side of boat).
- Proceed upwind (approximately) to next yellow mark (normally windward mark), round this mark to port (mark on left side of boat).
- You have completed one lap. The upwind (South) mark is your lap counter mark.
- Continue to round both yellow marks until you have passed this upwind(South) 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
- Proceed West to finish.
- The finish line is a line between the Boater's Resale Shop finish mark and a flag on the dock or on the committee boat on your right.

PORTSMOUTH "B" COURSES

Portsmouth "B" (novice class) course #1 (ONE LAP ONLY)

Novices in Portsmouth class boats will use the course described above, but only do one lap.

NON-SPINNAKER-B COURSES

Carefully note the lap count signal, which is shown beneath your class flag and course flag prior to your start.

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, (roughly due South from typical start area) round this mark to port (mark on left side of boat).
- Sail to red nun channel marker #14, (near East end of Clear Lake) round this mark to port (on left side of boat).
- Proceed back to Villa Capri Dock Area, round orange West Marine mark East of the dock
- Lap is complete.
- Repeat course for additional laps until you have completed the required laps.
- Proceed West to finish at the Villa Capri dock. Finish line is between Boater's Resale Shop finish mark and an orange flag on or near the dock.
- 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(roughly due South from typical start area). Round this mark to port (mark on left side of boat).
 - Proceed back to Villa capri Dock Area, round orange West Marine mark East of the dock
 - Lap is complete
 - Repeat until required laps are done, then proceed West to finish at the Villa Capri dock. Finish line is between Boater's Resale Shop finish mark and an orange flag on or near the dock.
- 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 a fixed number of laps, signaled at your start. Carefully note the lap count signal, which is shown beneath your class flag and course flag prior to your start.

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 Villa Capri dock area, round the orange West Marine mark East of there to port (mark to left side of boat).
- Lap is complete.
- Repeat until required laps are done, then proceed West to finish at the Villa Capri dock. Finish line is between Boater’s Resale Shop finish mark and an orange flag on or near the dock.

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 Villa Capri dock area, round the orange West Marine mark East of there to port (mark to left side of boat).
- Lap is complete.
- Repeat until required laps are done, then proceed West to finish at the Villa Capri dock. Finish line is between Boater’s Resale Shop finish mark and an orange flag on or near the dock.

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 Villa Capri dock area, round the orange West Marine mark East of there to port (mark to left side of boat).
- Lap is complete.
- Repeat until required laps are done, then proceed West to finish at the Villa Capri dock. Finish line is between Boater’s Resale Shop finish mark and an orange flag on or near the dock.

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 Villa Capri dock area, round the orange West Marine mark East of there to port (mark to left side of boat).
- Lap is complete.
- Repeat until required laps are done, then proceed West to finish at the Villa Capri dock. Finish line is between Boater’s Resale Shop finish mark and an orange flag on or near the dock.

SI Appendix B-Scoring Details

This Appendix to the SI describes the scoring system. *Note SI 13.2.

In this system, the score for the winner of a class race is the number of starting boats in that class, subject to rule 13.2. Each subsequent finisher gets one less point. DNF boats all get one point.

| Place | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | 16th |
|------------------------|--------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|
| Boats at start* | Score | | | | | | | | | | | | | | | |
| 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 |

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 DNF(TLE) because of sunset rule gets no points

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