

PYC Laser Regatta
June 1,2024
Portland Yacht Club
40 Old Powerhouse Road
Falmouth, Maine

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Under RRS 87, ILCA class rules are changed as follows: Class Legal sails are not required.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 1100 on the day it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by voice instructions.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the southwest corner of the PYC clubhouse.
- 3.2 On the water, the race committee intends to communicate with the competitors verbally.

4 CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the mast of the PYC or the RC Signal Vessel.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than **60** minutes" in the race signal AP.

6 SCHEDULE OF RACES

- 6.1 June 1, 2024
- 6.2 ILCA Class 7, 6, and 4, with as many races per day as possible
- 6.3 The scheduled time of the warning signal for the first race is 1200.
- 6.4 No warning signal will be made after 1600.

7 CLASS FLAGS

- 7.1 Class flags will be not be used.

8 RACING AREAS

- 8.1 Races shall occur within the confines of the 2020 CYC-PYC Mark List Chart.

9 COURSES

- W** Windward – Leeward – Finish
- T** Windward – Reach – Leeward - Finish
- O** Windward – Reach – Leeward – Windward – Leeward – Finish
- HA** Windward – Reach – Starting Pin to starboard – Leeward – Finish

If a number 2 is displayed after the course signal, the course is twice around. The midrace start/finish line need not be observed on courses with 2 laps.

10 MARKS

- 10.1 Marks will be inflatables.

11 THE START

- 11.1 Races will be started by using RRS U3, three minute sound signal. There may be an attention signal 30 seconds prior to the three minute warning signal.
- 11.2 The starting line will be between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP]
- 11.4 If any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.5 A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12 THE FINISH

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

13 TIME LIMITS AND TARGET TIMES

- 13.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

<u>Class</u>	<u>Mark 1 time limit</u>	<u>Race Time Limit</u>	<u>Finishing Window</u>
All	20 minutes	45 minutes	10 minutes

- 13.2 If no boat has passed the first mark within the Mark 1 Time Limit the race will be abandoned.
- 13.3 The Finishing Window is the time for the boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finishes within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 13.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

14 HEARING REQUESTS

- 14.1 For each class, the protest time limit is 30 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 14.2 Hearing request forms are available at the PYC Bulletin Board located in the Great Room.
- 14.3 Notices will be posted no later than 20 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room (Trophy Room), beginning as posted.
- 14.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 14.5 RRS 62.2(a) and 66.2(a) do not apply. (When the 30 min. time limit isn't desired)

15 SCORING

- 15.1 The scoring system is as follows: Low Point System A4.
- 15.2 One race is required to be completed to constitute a series.
- 15.3 (a) When fewer than 6 races have been completed, a boat's series score will be the total of her race scores.
(b) If 6 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

16 SAFETY REGULATIONS

- 16.1 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

17 EQUIPMENT AND MEASUREMENT CHECKS

- 17.1 A boat or equipment may be inspected at any time for compliance with the class rules, Notice of Race or Sailing Instructions.

18 TRASH DISPOSAL

- 18.1 Trash may be placed aboard official or support person vessels.

19 PRIZES

- 19.1 Prizes will be given as follows: 1st, 2nd, and 3rd for each class with at least 5 starters.

20 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees or acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury, **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**