



April 8, 2017

Dear Lloyd Harbor racers,

You can tell its spring by the sound of boat covers coming off today. Soon we will be enjoying the sweet fragrance of antifouling paint drying.

As mentioned in my January letter, the calendar is [posted](#) and we are all set to go for the season. Registration is open now for all events. NoRs have been posted for the Race for the Case, Summer Series, Friday Pursuit Series, and the Huntington Bay Championships.

I apologize for the length of this email, but we have a lot to cover, so please stay with me.

Survey Results

I want to thank everyone who responded to our survey this winter. A few key messages came out.

1. Many teams would like to see more navigator style racing. We will be more diligent about incorporating this format in our weekend events, largely for the JAM and Cruising Canvas divisions, but also in some spinnaker events. The Race for the Case may well include one navigator style race for spinnaker boats, conditions permitting.
2. Some crews just want to get back to their families after racing. We get it. We will continue to provide a venue for racers to gather after most events, and strive to make scores available at those venues. Crews are welcome to come even if their skipper does not.
3. Crew is difficult to get – I get it because I have the same challenge. We are going to attempt some outreach programs this year, but if you know a cruiser who is thinking about racing someday but is not ready for Cruising Canvas, invite them out. And if we have a pipeline of willing yet inexperienced crew that we advertise as available, please respond and offer them a spot, if even for one evening.

New this year is the option for a Cruising Canvas division for most events. This division is for boats who do not have high-tech fabrics like Kevlar, carbon fiber, or Mylar, and are generally novice racers. We are doing this to encourage participation from the cruisers who want to try out racing, and the casual racer who also cruises their boat. This is an experiment this year, so please encourage your friends to come out. The Regatta Committee retains the right to decide whether a boat qualifies for this division, or gets bumped up to the JAM division.

Early Registration Discount

I have tried to standardize deadlines for most events. The Early Registration Discount for all LHYC events ends midnight of the Sunday prior to the event. The final closing date for registration is usually midnight two days prior to the event, giving me a day to sort out scratch sheets. Plan ahead! Remember that the list of registrants on Regatta Network is not the scratch sheet. I am trying something this year to make that more relevant, but please pull the scratch sheet the evening before any event so you have the most current and correct information. If it doesn't have little signal flags on it, it's not the scratch sheet!

Blue Flag

A number of clubs in the area, and around the world have begun using a blue flag to designate the signal boat end of the finish line. Traditionally the blue flag meant only that the RC was on



station for the finish. In some events, we may have some classes starting while other classes are finishing. Having an orange flag on both sides of the RC can cause confusion. To clarify the finish line, the flag on the committee boat end in 2017 will be a blue flag. This also saves an already busy race committee from moving the orange flag from one side of the boat to another if they only have one orange flag. To be consistent, LHYC will adopt this practice for all races during 2017.

Rules

As I mentioned in January, there are a few changes to the Racing Rules of Sailing for 2017-2020. If you are a US Sailing member you must request a new rule book. You can do that [here](#). If you are not a US Sailing member, please consider joining, or you can access the base rule book at World Sailing and the US Sailing Prescriptions as described below. Both should be available to non-members.

US Sailing members can access the rules online [here](#). Dave Perry has written a concise overview of the changes for NorthU which is available [here](#).

Please make sure you read the [US Sailing Prescriptions](#) for rules 34 and Appendix V. I will discuss these below as well.

One Design Classes

One design classes may modify class rules for LHYC events as long as they are not qualifiers for one design championships. Most commonly, a class may opt to waive the crew number/weight limit for LHYC events. It should be noted that this rule is already waived for Wednesday night races. If a class wants to change any one-design rule for an LHYC event, the class representative must contact the LHYC Fleet Captain and provide evidence of local class agreement to the change at least two weeks prior to the first race of the event or series. For the J/105 class, David Willis is the designated representative. For the J/80 class, Richard Rubel is the representative. Other classes shall contact the LHYC Fleet Captain well in advance to register their desire to change a class rule.

Rules-based Changes to Our Instructions

As a result of the changes to the Racing Rules of Sailing, 2017-22, there are a few changes to note in our sailing instructions.

Penalty at the Time of an Incident

Where the LHYC sailing instructions last year modified the two-turns penalty described in RRS 44.1 to provide for a single turn penalty, the new US Sailing Prescriptions provide the same wording in RRS V1. We will not repeat the wording but instead will note that we supplement rule 44.1 with RRS V1. Below are the contents of RRS V1:

V1. PENALTY AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while *racing*. However, when she may have broken one or more rules of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.'



Post-Race Penalty

As an alternative to taking a penalty at the time of the incident, the Post-race penalty option will be added to our events, in accordance with RRS V2:

V2. PENALTY TAKEN AFTER A RACE

After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while *racing* may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

The calculation works out to Finishing Place + 30% of the DNF score (usually starters + 1) rounded to the nearest whole number. As an example, in a division with 10 starters if the first-place boat took this penalty, the result would be

$$1 + (11 \cdot .3) = 4$$

The goal of this change is to encourage a competitor to take a penalty when they may have broken a rule, rather than to hope nobody noticed, or try to beat it during a hearing on a technicality or otherwise.

Rule 34 Mark Missing; Race Committee Absent

We had our own wording for this, but the US Sailing prescription now adds standard wording to Rule 34, so we will remove this language from our sailing instructions.

US Sailing prescribes that, if a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the race committee is absent when a boat finishes, she should report to the race committee her finishing time and her position in relation to nearby boats at the first reasonable opportunity.

Rule 26 Starting Sequence

RRS Rule 26 has been standardized for many years now. Therefore, we have removed the lengthy explanation of the starting sequence from our Sailing Instructions, and now refer you directly to RRS 26. Unless otherwise announced by the Race Committee, all of our starting sequences use the rolling start sequence where the starting signal of one class is also the warning signal for the next division.

Conclusion

I hope all of this makes sense. If you have any questions, please feel free to reach out to me. I would be remiss if I didn't remind you to volunteer for Race Committee this year. We are a volunteer organization and count on each of you to help make the magic happen.

Art Kelley, Fleet Captain
Dave Largey, Race Committee Chair

Regatta Committee Members

Bill Maher	Charlie Powers
Maryellen Rothberg	Chris Schneider
Leigh Sterflinger	